



FINAL ENVIRONMENTAL IMPACT STATEMENT

I-69 Section 6

Martinsville to Indianapolis

VOLUME III

COMMENTS AND RESPONSES

Section 1: DEIS and Public Hearing

Section 2: RPA and Public Information Meetings

November 2, 2017



VOLUME III
COMMENTS AND RESPONSES

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INTRODUCTION

The I-69 Section 6 Draft Environmental Impact Statement (DEIS) was issued on March 15, 2017, and notice of its availability was published in the Federal Register on March 24, 2017. A comment period from March 15, 2017 to May 8, 2017 followed the publication of the DEIS to allow the public, local officials, and government agencies to submit comments, concerns, and questions for review. Two public hearings were held, one on Thursday, April 6, 2017, at Perry Meridian High School, and another on Monday, April 10, 2017, at Martinsville High School.

The comments on the DEIS were considered, along with the results of value engineering studies and additional engineering investigation, and refinements were made to the preferred alternative identified in the DEIS. The result was the Refined Preferred Alternative (RPA), which was further evaluated in the Final Environmental Impact Statement (FEIS). As the FEIS was being prepared, a set of three project update meetings were held in September of 2017 to present the RPA to the public, and another opportunity to comment was provided.

Volume III of the I-69 Section 6 FEIS documents this comment and response process. It is divided into two sections. Section 1 provides responses to all comments submitted from the time the DEIS became available to a time just after the end of the comment period. Minutes of meetings with resource agencies to review draft INDOT responses and related correspondence are also included in Section 1. Section 2 provides responses to all comments submitted after the RPA public information meetings until the end of that comment period, on September 29, 2017.

Section 1 – Comments on the DEIS and Public Hearings of April 2017

The DEIS was distributed to 155 groups and agencies, and was placed on the project website on March 15, 2017. Comments on the DEIS were received from the federal and state agencies listed below.

Federal Agencies:

- U.S. Environmental Protection Agency (USEPA), Region 5
- U.S. Department of the Interior, Office of Environmental Policy and Compliance
- U.S. Fish and Wildlife Service

State Agencies

- Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
- Indiana Department of Environmental Management, Office of Water Quality
- Indiana Department of Natural Resources, Division of Fish and Wildlife



Comments were also received from six local government agencies, 141 individuals from the public, and nine individuals representing organizations. Some of the comment letters included multiple points or questions. For purposes of providing responses, these five groups of submittals were divided into 350 comments, with specific responses provided for each comment. In some cases, responses are provided by cross-reference to other comment responses which were identical or similar.

Part A – Responses to Comments

Part A addresses all substantive comments made on the DEIS. The comments/responses are provided in the form of a verbatim transcription of each comment followed by a response to that comment.

Each commenter's written or oral submittal is assigned an identification code, and each comment contained in the submittal is further identified by that code plus a numerical ID. For example, AF001 is the code identifying the USEPA (AF refers to Agency – Federal). AF001-01 refers to the first comment appearing in the agency's comment letter. Subsequent comments by USEPA would have a new numerical ID (i.e. AF001-02).

Each comment is followed by a response by the Indiana Department of Transportation (INDOT). When all comments from a commenter have been addressed, the next commenter's submittal is presented (in this case AF002, the U.S. Department of the Interior). State agency comments are identified as "AS," local government comments are identified as "LG," public individual comments are identified by "PI," and public organization comments are identified as "PO."

Part B – Written Comments and Public Hearing Transcripts

Verbatim copies of all correspondence with substantive comments on the DEIS are provided in Part B, followed by public hearing transcripts for the public hearings held on April 6, 2017 and April 10, 2017.

Table 1 at the beginning of Part B lists all who submitted comments on the DEIS, provides the comment/response identification code, and shows the page number in Part B where a copy of the original submittal from the commenter is provided.

Part C – Resource Agency Coordination

Meetings were held with federal and state resource agencies on June 12, 2017, and August 14, 2017, to review draft responses to comments submitted on the DEIS. Part C provides minutes of these meetings and associated correspondence provided by the agencies. This additional input was considered in finalizing the INDOT responses in Part A.



Section 2 – Comments on the Refined Preferred Alternative and Project Update Meetings of September 2017

Project update meetings were held on September 12, 13, and 14, 2017, to present the Refined Preferred Alternative (RPA) to the public and provide the opportunity for public comment. Information and maps describing the RPA were presented in exhibits at the update meetings, displayed at the project office, and placed on the project website. A comment period was provided from September 12 through September 29, 2017.

Part A – Responses to Comments

Part A addresses all substantive comments made on the RPA. As in Section 1, the comments/responses are provided in the form of a verbatim transcription of each comment followed by an INDOT response to that comment. A total of 68 comments on the RPA were received from 55 individuals.

Each commenter’s written or oral submittal is assigned an identification code, preceded by “RPA.” followed by a numerical ID for each separate comment in the submittal. For example, RPA001-2 would be the second comment in a submittal provided by commenter 001.

Part B – Written Comments and Project Update Meeting Transcripts

Verbatim copies of all correspondence with substantive comments on the RPA are provided in Part B, followed by public hearing transcripts for the project update meetings held on September 12, 13, and 14, 2017.

Table 2 at the beginning of Part B lists all who submitted comments on the RPA, provides the comment/response identification code, and shows the page number in Part B where a copy of the original submittal from the commenter is provided.



SECTION 1: COMMENTS ON THE DEIS AND PUBLIC HEARING

Part A – Responses to Comments

Key:

AF = Federal Agency Comments

AS = State Agency Comments

LG = Local Government

PI = Public Comments – Individuals

PO = Public Comments – Organizations

Federal Agency (AF) DEIS Comment Responses

AF001 **05/03/2017 Letter**
Kenneth Westlake, U.S. EPA, Region 5

AF001-01 Comment:

Dear Ms. Sosa and Mr. McGuinness:

The U.S. Environmental Protection Agency Region 5 (EPA) reviewed the Federal Highway Administration (FHWA)/Indiana Department of Transportation (INDOT) I-69 Tier 2 Section 6 Draft Environmental Impact Statement (DEIS). Our review and comments are provided pursuant to Section 102(2) (C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act.

The Section 6 Tier 2 DEIS is the sixth and final Tier 2 DEIS for the 142-mile-long I-69 Evansville to Indianapolis Project. Section 6 extends approximately 26 miles from State Road (SR) 37 at Indian Creek near SR 39 in Martinsville and follows existing SR 37 to I-465 in Indianapolis. The Section 6 project is substantially an upgrade of existing 4-lane SR 37 to interstate standards width 4-, 6-, and 8-lane portions , with interchanges , over/under passes and the addition and/or extension of numerous local access roads.

Alternative C4 is identified as the DEIS-Preferred Alternative with two options (yet to be determined) for the Southport Road Interchange. Alternative C4 is substantially a hybrid of select components of DEIS Alternatives C1, C2, and C3. Alternative C4 would directly impact 10.83 acres of wetlands, 43,536 or 43,562 linear feet of streams and require 27, 160 or 27,17 1linear feet of stream relocations, 499 or 500 acres of floodplain,485 or 483



acres of wellhead protection areas, 317 or 322 acres of agricultural land, and 145 acres of upland forest. Depending on the option chosen for the Southport Road Interchange, Alternative C4 would result in 603 or 312 relocations.

Based on our review of the DEIS, EPA rates the DEIS LO (Lack of Objections). Our review discloses there may be opportunities for application of mitigation measures regarding air quality, noise, water resources, and drinking water/wellhead protection areas that we recommend be addressed in the Final Environmental Impact Statement (FEIS). See the enclosures for our detailed recommendations and a summary of our rating definitions.

Our participation in the November 2016 site tour of potential mitigation sites for I-69 Section 6 was beneficial and productive. We understand that the U.S. Army Corps of Engineers (Corps) Clean Water Act (CWA), Section 404 permitting process for Section 6 is likely to take place after FHWA issues the FEIS/Record of Decision (ROD). EPA requests that FHWA/INDOT continue to coordinate all compensatory mitigation for impacts to aquatic resources with EPA throughout the NEPA process and the CWA Section 401 water quality certification/404 permitting processes. The EPA Watersheds and Wetlands Branch contact is Melanie Burdick. Melanie may be reached by calling 312/886-2255 or by email at Burdick.Melanie@epa.gov.

If you have any questions about EPA's comments, please contact Virginia Laszewski at 312- 886-7501 or email her at laszewski.virginia@epa.gov. When the Section 6 FEIS/ROD is available, please send us 1 paper copy and 3 CDs or labeled thumb drives for our review.

Sincerely, Kenneth A. Westlake

Chief, NEPA Implementation Section

Office of Enforcement and Compliance Assurance

Response:

Comment noted. An attachment to this letter describes this rating as indicating “The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of measures that could be accomplished with no more than minor changes to the proposal.”

AF001-02

Comment:

Near-Road Air Quality and Noise Abatement Measures

Section 5.9- Air Quality (DEIS pages 5.9-6 and 5.9-3) states: “The additional travel lanes of the project alternatives would have the effect of moving some traffic closer to nearby homes, schools, and businesses. Therefore, under each alternative there may be localized areas where ambient concentrations of MSAT (mobile source air toxics) could be higher with certain build alternatives than the no-build scenario. . . . no measures to mitigate air quality impacts have been identified.”

Section 7.3.3- Noise (DEIS page 7-1 8) states: “The Preferred Alternative C4 would result in noise impacts at 584 receptors in the I-69 Section 6 study corridor. These predicted exterior impacts include 577 residences, two religious facilities, one school, one child care



facility, and three medical facilities. The measures listed below will be considered to mitigate noise impacts of the project on noise-sensitive receptors. ... Noise abatement measures include adjustments to roadway geometries and/or installation of noise barriers.”

Public health concerns related to near-road air quality is an important environmental issue, given the increasing number of studies linking adverse health effects to populations spending significant amounts of time near high-traffic roads¹ Research indicates that roadways generally influence air quality about 500-600 feet downwind, including roads with significant truck traffic or adjacent railroad activity. Properly designed vegetation barriers can be used to reduce near- road air pollution, either alone or in combination with solid noise barriers. In addition to air quality benefits, roadside vegetation can also improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution. Design considerations are not dissimilar to standard roadside vegetation planning, but have a heightened focus on improving air quality.

Recommendations: EPA recommends FHWA/INDOT identify locations for properly designed roadside vegetation along the length of the corridor; vegetation should be considered for locations with and without noise barriers. We recommend considering whether locations where sensitive receptors live, work, and play (e.g., schools, childcare centers, hospitals, elder-care facilities, neighborhoods) might especially benefit from a vegetated buffer. Include the result of this consideration in the FEIS. Additional details can be found in EPA 's Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality² and Near Roadway Air Pollution and Health: Frequently Asked Questions³.

Response:

Comments on Sections 5.9 and 7.3.3 noted.

INDOT will consider roadside vegetation as a screening measure during the project design phase where reasonable and feasible in the vicinity of sensitive receptors. This consideration must reflect that vegetation dense enough and/or proximate enough to highways must not compromise safety of clear zones around travel lanes.

The referenced report *EPA Recommendations* states (p. 3), “In order to achieve sufficient physical characteristics of a vegetation barrier, multiple rows and types of vegetation may be most feasible. For example, a barrier could consist of a row of bushy plants and shrubs followed by a row of trees to enable a barrier with full coverage from the ground to top of canopy at the initial planting, yet achieve higher canopy heights than feasible by bushy plants alone. In addition, rows of multiple vegetation types may allow for sufficient downwind pollutant removal while the vegetation grows over time after first planting. This approach will ensure sufficient density for pollutant removal at the initial planting,

¹ Health Effects Institute, 2010. *Traffic-related air pollution: a critical review of the literature on emissions, exposure, and health effects*. HEI Special Report 17. Health Effects Institute, Boston, MA.

² https://cfpub.epa.gov/si/si_public_file_download.cfm?p_download_id=528612

³ <https://www.epa.gov/air-research/near-roadway-air-pollution-and-health-frequent-questions>



while allowing for increased pollutant removal as the vegetation matures. This process will also limit concerns of promoting plant monocultures.”

Design standards govern size of shoulders, ditches, clear zones. As described, vegetative screening may require added right of way. The areas where there are significant numbers of receptors are by definition built-up. Such areas may have little availability of acreage to provide the recommended kind of vegetative screening without acquiring more right of way and potentially increasing the number of relocations. It appears that providing the kind of vegetative screening described could add at least 20 to 30 feet to the width of the right of way.

AF001-03 Comment:

Water Resources – Permits and Mitigation

Section 5.23-2 Clean Water Act (CWA) Section 404 Permit (DEIS pages 5.23-1 to 5.23-3). The description of CWA Section 404 permitting in Section 5.23-2 describes the Regional General and Individual Permit processes, but this section does not identify which permitting process will be used. EPA understands that this will be a decision made by the U.S. Army Corps of Engineers (USACE) during permitting.

Recommendation: To promote transparency in the NEPA process, EPA recommends that the FEIS state which permitting process will likely be used to permit I-69 Section 6 stream and wetland impacts.

Response:

The following text has been added to this section in the FEIS:

“USACE has indicated that Under Section 404 of the Clean Water Act, the U.S. Corps of Engineers' Louisville District intends to review proposed impacts to waters of the United States on the basis of single and complete crossings. For linear projects, the term single and complete crossing is defined as that portion of the total linear project proposed by the applicant that includes all crossings of a single waterbody at a specific location. If the proposed impacts at a single and complete crossing meets the terms and conditions of Indiana Regional General Permit Number (RGP) 1, issued by the Louisville, Detroit, and Chicago Districts on December 15, 2014, the crossing would be processed under the RGP. Crossings that would have impacts exceeding the RGP limits would be processed using the standard (individual) permitting process.”

AF001-04 Comment:

Mitigation decisions will be made during permitting. To be consistent with Section 404 of the CWA, INDOT must provide compensatory mitigation for adverse impacts to any jurisdictional waters of the U.S., including some roadside ditches or "previously disturbed channels". An example of a disturbed channel that may require mitigation is a currently bridged stream that would be further enclosed or armored as a result of the I-69 project.



Recommendation: EPA recommends the following sentence from Section 5.19.3.7 of the DEIS be omitted from the FEIS: "At this time, it is anticipated that mitigation will not be required for these previously disturbed channels."

Response:

The sentence cited in this comment has been removed from this section in the FEIS.

AF001-05

Comment:

Section 5.19.5 Mitigation- Rivers and Streams (DEIS page 5.19-44) describes Indiana Department of Environmental Management (IDEM) and USACE criteria to mitigate for stream impacts based on the length of the impact. The 2008 Joint EPA, USACE Compensatory Mitigation Rule (40 CFR Part 230) focuses on the importance of functional replacement of resources. Along with the length of the impact, aquatic resource functions should also be considered when determining the appropriate mitigation. The DEIS documents assessment methodologies for both streams and wetlands, which would provide a basis for mitigation ratios for all aquatic resource mitigation.

Recommendation: EPA recommends FHWA/INDOT develop the mitigation measures in the project's permit application based on the functional replacement of aquatic resources. EPA supports IDEM and USACE relying on functional replacement when determining appropriate mitigation, consistent with the 2008 Joint EPA, USACE Compensatory Mitigation Rule.

Response:

The following text has been added to this section in the FEIS: "Mitigation for streams will be determined during the permitting process in coordination with the regulatory agencies. The mitigation will be focused on replacing the functions and values impacted by the project based on a watershed approach. A quantitative ratio to mitigate the stream impacts will be determined from the functions and values evaluation in coordination with the regulatory agencies. Generally, the USACE and IDEM require a 1:1 mitigation ratio for streams."

AF001-06

Comment:

Section 7.3-9 Wetland Impacts (DEIS page 7-28): "Wetland Pooling/Banking. If appropriate, wetland mitigation may include wetland pooling, meaning efforts would be made to group mitigation sites together to create a more substantial and effective mitigation site." Wetland banking has a specific definition in the CWA Section 404 permitting context, and wetland banking in that context is not consistent with the wetland mitigation strategy outlined in the rest of the DEIS.

Recommendation: If wetland banking is planned as part of the mitigation for this project, EPA recommends the FEIS better describe how a banking and a watershed approach will be used to compensate for wetland impacts.

Response:



The term "banking" has been removed from the text in this section. There are no plans to use any type of "banking" for this project.

AF001-07 Comment:

Wellhead Protection Areas

7.3.14-8 Spill Prevention/Containment CDEIS page 7-32): "Special measures including diversions of highway runoff from direct discharge off of bridge decks into streams, and containment basins to detain accidental spills, will be incorporated into final design plans for perennial streams within any of the Indiana bat and northern long-eared maternity colony areas." The DEIS also identifies between 483 and 485 acres of Wellhead Protection Areas would be impacted by Alternative C4. However, the DEIS does not identify potential hazardous materials spills mitigation measures to protect the drinking water supplies associated with these wellhead protection areas during project construction and operation.

Recommendation: In order to protect drinking water supplies associated with wellhead protection areas, EPA recommends FHWA/INDOT consider incorporating special measures to divert and treat roadway runoff of potential hazardous material spills that could occur during project construction and operation. We recommend the FEIS discuss and identify potential locations for stormwater/hazardous materials detention/retention facilities for each wellhead protection area, including the wellhead protection areas associated with Alternative C4 options A and B at the Southport Road interchange.

Response:

The following text has been added to this section (renumbered as Section 7.3 in the FEIS): "The erosion and sediment control BMP's will provide protection of the wellhead protection areas during construction. Appropriate BMP's in all areas where water leaves the site within the wellhead protection areas (i.e., sediment traps and basins) shall provide sufficient protection for potential hazardous material spills during construction and post construction."

A stormwater pollution prevention plan (SWPPP) and spill prevention plan will be implemented during and after construction to protect groundwater. Potable water sources will be protected through the use of best management practices (BMPs) such as diversion of storm water into grassy swales, and the use of construction BMPs such as straw or rock check dams, rock filter berms, sediment traps and/or sediment basins to reduce sediment erosion. INDOT will work with water utilities with WHPAs crossed by I-69 Section 6 to address WHPA requirements for groundwater protection during and after construction.

To fulfill Rule 5 (327 IAC 15-5), contractors will be required to provide a spill response plan acceptable to INDOT and IDEM. This response plan will include, at minimum, protocols for contact with emergency response personnel, material safety data sheets, and copies of agreements with any agencies that are part of the spill-response effort. An emergency contact for the contractor will also be required. Copies of these spill response plans will



also be shared with the relevant water utilities for areas within a WHPA. Post construction spill response will be completed by the local emergency management services.”

AF002 **05/08/2017 Letter**
Lindy Nelson, US Department of the Interior

AF002-01 **Comment:**

Dear Ms. Allen:

The Department of the Interior (Department) has reviewed the Tier 2 Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for Interstate 69 (I-69) Evansville to Indianapolis, Indiana. The Department of Transportation, Federal Highway Administration (FHWA), and Indiana Department of Transportation (INDOT) propose to establish I-69 in Indiana. The purpose of I-69 is to provide an improved transportation link between Evansville and Indianapolis that strengthens the transportation network in Southwest Indiana, and supports economic development in Southwest Indiana. The document specifically evaluates Section 6 of the proposed I-69, from Martinsville to Indianapolis, Indiana. The national I-69 project has been ongoing since 2004, and Section 6 is the final section to be approved.

The Department offers the following comments and recommendations for your consideration.

Response:

Comment noted. The US Fish and Wildlife Service has participated in agency coordination as alternatives were developed and evaluated. See FEIS Appendix C, *Resource Agency Meetings and Comments*.

AF002-02 **Comment:**
Section 4(f) Comments

The proposed project will establish I-69 in Indiana, and result in the construction or upgrades of multiple interstate mainlines, interchanges, and support facilities. Several alternatives have been considered during the course of the project. The DEIS considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The DEIS concludes that the project would have an impact on two historic properties, the Reuben Aldrich Farm and the Southside German Market Gardeners Historic District.

The project would result in an adverse effect to the Reuben Aldrich Farm. The DEIS concludes that the farm was historically situated on a main route, however, and the change in setting is not large enough that the resource will experience a severe impact. The DEIS determines that the impact would not substantially impair the protected activities, features, or attributes that qualify the resource for Section 4(f) protection, and that therefore there is no constructive use as defined by Section 4(f).



The DEIS also concludes that the project would result in a use of the Southside German Market Gardeners Historic District, and that the use is an adverse effect pursuant to Section 106 of the National Historic Preservation Act, as amended (36 CFR 800.5(a)(1)). The DEIS determines that there is no feasible and prudent avoidance alternative to the use of land from the Southside German Market Gardeners Historic District, and the proposed action includes all possible planning to minimize harm to this Section 4(f) resource resulting from such use. The Department concurs with the determination that there is no feasible or prudent avoidance alternative for this property.

The DEIS further states that in accordance with 23 CFR §774.11(f) and §774.13(b), if any archaeological sites eligible for the NRHP are identified, the protections under Section 4(f) will be applied. Consultation with the Indiana State Historic Preservation Officer (SHPO) and Consulting Parties was ongoing at the time the DEIS was reviewed. The Department determines that if a Memorandum of Agreement with the SHPO is fully executed, it will have no objection to the draft evaluation and concur with the measures to mitigate impacts to 4(f) resources.

Response:

Comment noted, including concurrence with the Section 4(f) analysis presented in the DEIS.

A copy of the draft Memorandum of Agreement was provided to the Department of Interior on May 1, 2017. The Memorandum of Agreement was approved by FHWA on November 13, 2017, by INDOT on November 9, 2017, and SHPO on November 3, 2017. A copy of the fully executed Memorandum of Agreement was provided to the Advisory Council on Historic Preservation on November, 2017. This concludes the Section 106 process.

AF002-03

Comment:

Section 6(f) comments

The DEIS did not identify any properties in the project study area to be considered under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.) or the Urban Park and Recreation Recovery (UPARR) Act of 1978. The DEIS states that fieldwork, communications with the public, coordination with the Indiana Department of Natural Resources Division of Outdoor Recreation, and review of the National Park Service Land and Water Conservation Fund (LWCF) website confirmed that there are no properties that have received funding from the Land and Water Conservation Act that would be affected by I-69 Section 6. The Department confirms this determination.

Response:

Comments noted, consistent with Section 8.10 of the FEIS.

AF002-04

Comment:

Natural Resource Comments



Overall, the preferred alternative for the I-69 alignment in Section 6 (Alternative C4) demonstrates a reasonable effort to avoid impacts to natural resources, including minimizing habitat fragmentation and forest impacts. The Department is greatly in favor of INDOT's and FHWA's previous commitments to bridge entire floodplains of various streams and rivers and encourages the continued employment of this practice within Section 6, where possible. The Department also strongly supports the proposed development of wildlife crossings throughout the Section 6 project area. Because of the rural and forested nature of parts of the project area, and the proximity to the White River, minimizing habitat gaps and barriers to wildlife movement is very important.

In general, the selection of the preferred alternative for Section 6 appears to avoid and minimize impacts to most natural resources. There are a few decision areas where the U.S. Fish and Wildlife Service (FWS), based on forest and stream impacts, recommends a slightly different alignment. Those include decision area 4-2 (recommend Alternative C1), area 5-2 (recommend C3), and area 5-4 (recommend C1/C3).

Response:

One of the Tier 1 Major Mitigation Initiatives (see Tier 1 FEIS, Section 7.2, *Major Initiatives*) INDOT and FHWA agreed to bridge the Patoka Rivers and Flat Creek floodplains in I-69 Section 2. The decision of whether to bridge additional floodplains was deferred to Tier 2 studies. There are no floodplains in I-69 Section 6 which are anticipated to be bridged in their entirety. Floodplain crossings in I-69 Section 6 are primarily at existing bridge crossings. Text documenting the status of the bridging of floodplains has been added to Table 7-1, Major Mitigation Initiatives in the I-69 Section 6 FEIS.

Alternative C1 in Decision Area 4-2 would eliminate a 1.7-mile local service road which reduces travel time and from I-69 from a large area. It is supported by Morgan County, emergency responders, the Martinsville School Corporation, and members of the public. While Alternative C4 is more impactful, the added impacts are necessary to maintain local accessibility for residents, emergency responders, and school bus service.

Alternatives C1 and C3 in Decision Area 5-4 would reduce access and mobility for existing and future development by eliminating a local service road between Smith Valley Road and Fairview Road. It would create longer trips for area residents. It also would create accessibility issues for farm equipment. It also would be more costly by requiring a grade separation of Fairview Road which is not included in Alternative C4. Alternative C4 was identified based on many factors, including the avoidance and minimization of most natural impacts.

It should be noted that the alignment of the local service road has been modified in the Refined Preferred Alternative between Smith Valley Road and Fairview Road to be adjacent to the I-69 mainline. In addition to reducing natural impacts through this area, this change will avoid impacts to the Center Grove Little League fields.

AF002-05

Comment:

Water Resource Impacts



It appears that a majority of the streams in Section 6 are low to moderate quality based on scoring using the Qualitative Habitat Evaluation Index (QHEI) and the Headwater Habitat Evaluation Index (HHEI). While there are many streams with low scores, there are some that scored in the moderate to high range. Approximately eight percent of streams crossed by the alternatives have at least moderate water quality. The White River was the only one of the 49 stream segments that had an excellent QHEI score (64.5).

Impacts from the project and further degradation of already impacted streams should be minimized and avoided. Records indicate that the Indiana bat and northern long-eared bat use Crooked Creek, Stotts Creek, Clear Creek and Travis Creek for foraging and/or traveling. Two Indiana bats were caught along Crooked Creek just west of SR 37; a juvenile northern long-eared bat was captured along Stotts creek near the proposed new crossing; two Indiana bats and one northern long-eared bat have been captured on Clear Creek near the SR 37 right of way; and, an Indiana bat was captured just east of SR 37 along Travis Creek.

These waterways (and likely others) provide connectivity between the West Fork of the White River west of existing S.R. 37 and forested areas east of the roadway. Care should be taken to adequately size bridges to allow bats to cross under the roadways and also to preserve as much of the riparian corridor along the waterways as possible in order to maintain foraging habitat and forest cover.

We appreciate the commitment (page 7-32) to include special measures into the roadway design to reduce run-off and impacts from spills in perennial streams with Indiana bat and northern long-eared bat records. Minimizing in-stream work and stream relocations should also be a priority. The FWS is generally opposed to the realignment of stream channels unless there is no other alternative and the purpose involves public safety or protection of the stream itself. Project cost should not be used to justify large alterations in stream channels unless it can be demonstrated that preserving the existing channel alignment would make the entire project cost-prohibitive. Adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion and sedimentation. We recommend the following measures be included where stream relocations are necessary:

1. Limit the length of channel to be realigned to the minimum necessary for the bridge construction.
2. If the channel reach to be realigned contains good bottom substrates (i.e. gravel, cobbles and boulders), stockpile this material and use it for substrate in the new channel.
3. Minimize the use of riprap and other artificial bank protection. Use bioengineering techniques wherever possible.
4. If riprap is used, extend it below low-water to enhance aquatic habitat.
5. Construct the new channel with bank slopes and bottom elevations equivalent to those in the natural channel. New culverts should span the active stream channel,



should be either embedded or a 3-sided or open-arch culvert, and be installed, where practicable, on an essentially flat slope.

6. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
7. Plant native hardwood trees and shrubs in a zone at least 50 feet wide on both sides of the new channel.
8. Evaluate wildlife crossings under new bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Response:

Clear Creek, Stotts Creek, Crooked Creek and Travis Creek crossings are all anticipated to have vertical clearances equal to or greater than the existing clearance following I-69 construction to accommodate bat passage. Clear Creek, Stotts Creek and Crooked Creek are bridge crossings and will allow room for bats to fly under the bridge to maintain existing flyways along with having native revegetation identified along the channels, which would support the identified flyways. The Travis Creek crossing is currently a pipe structure. Additional coordination will be conducted with USFWS regarding the proposed structure and vegetation treatments along Travis Creek to facilitate the connectivity for bat use.

Stream realignment is not preferred for highway development. However, relocations are anticipated to be unavoidable associated with the construction of I-69 Section 6. Many of these are currently roadside ditches within existing rights of way. Natural stream channel relocations will continue to be minimized through the final design process and identified mitigation measures will be implemented where avoidance is not possible.

Natural stream channel relocations will continue to be minimized through the final design process and the identified mitigation measures will be implemented as appropriate where avoidance is not possible.

AF002-06

Comment:

Endangered Species Comments

The FWS's concerns regarding I-69's impacts to the federally endangered Indiana bat (*Myotis sodalis*) and the formerly listed bald eagle (*Haliaeetus leucocephalus*) were initially addressed in the Revised Tier 1 Biological Opinion (BO) for this project, dated August 26, 2006 (amended May 25, 2011, July 24, 2013, and April 1, 2015). Concerns related to the northern long-eared bat (*Myotis septentrionalis*) were specifically addressed in a third amendment to the Revised Tier 1 BO in the form of a Conference Opinion (appended April 1, 2015).



Section 6 specific impacts to these species will be detailed in a Tier 2 Biological Assessment (BA) being prepared by FHWA and INDOT, which the FWS's Indiana Field Office will review prior to completion of the Section 6 Final EIS. If impacts detailed in the Tier 2 BA are consistent with those analyzed in the Revised Tier 1 BO (and subsequent amendments), the FWS will issue a separate Tier 2 Biological Opinion and Incidental Take Statement for Section 6 of the I-69 project and thereby complete consultation as required by Section 7 of the Endangered Species Act (as amended).

Although the bald eagle was removed from the list of threatened and endangered species in July, 2007, it is still protected under the Bald and Golden Eagle Protection Act (Eagle Act). On May 20, 2008, the FWS issued regulations that created a new permit category to provide Eagle Act permits to entities previously authorized to take bald eagles through Section 7 Incidental Take Statements. The FHWA and INDOT have indicated they will comply with all permit requirements previously established for the bald eagle for this project through Section 7 consultation. The FWS is aware of one eagle nest in the vicinity of the project corridor, approximately 0.3 miles from a proposed local access road of the Section 6 Preferred Alternative. As mentioned in the DEIS, the proposed construction activities are beyond the recommend 660-foot buffer as described in the FWS's National Bald Eagle Management Guidelines and therefore are not anticipated to impact the nest.

On January 11, 2017, the U.S. Fish and Wildlife Service (FWS) published a final rule to list the rusty patched bumble bee (*Bombus affinis*) as an endangered species under the Endangered Species Act (as amended). The listing became effective on March 21, 2017.

Rusty patched bumble bees once occupied grasslands and tallgrass prairies of the Upper Midwest and Northeast. They emerge early in spring and are one of the last species to go into hibernation. Rusty patched bumble bees live in colonies that include a single queen and female workers. The colony produces males and new queens in late summer. Bumble bees require areas that provide nectar and pollen from flowers, nesting sites (underground and abandoned rodent cavities or clumps of grasses), and overwintering sites for hibernating queens (undisturbed soil). They need a constant supply and diversity of flowers blooming for pollen and nectar collection throughout the colony's long life, April through September. There are several records of the rusty patched bumble bee in Marion County.

Recently, the FWS has developed "high potential" zones around each current (2007-2016) rusty patched bumble bee record. We have concluded that the bee is only likely to be present within these specific areas. These zones, although not of uniform size, have discrete boundaries that are being used by FWS field offices to help action agencies determine when consultation under the ESA section 7(a)(2) may be necessary. We have one such zone in northern Marion County although it is not near the I69 project area. Based on the project location and action area, consultation for the rusty patched bumble bee under section 7(a)(2) for the I69 Section 6 project is not required.

Finally, the FWS reaffirms our previous concurrence with the determination that the I-69 project is not likely to adversely affect the eastern fanshell mussel (*Cyprogenia stegaria*).

Response:



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

The Tier 2 Biological Assessment will be provided to USFWS, which will complete consultation as required by Section 7 of the Endangered Species Act. Any changes in the proximity of the I-69 Section 6 right of way to identified bald eagle nests will be coordinated with USFWS to avoid or minimize impacts to bald eagles.

AF002-07 Comment:

Specific Comments

Page S-35: The text here states the recommended alternative will extend a new north local service road to connect Twin Branch Road to SR 44 around the east side of the Cikana State Fish Hatchery south ponds (Alternative C1/C2/C4). Our understanding is the preferred service road will be just east of I69, on the west side of the hatchery.

Response:

The text is corrected in the FEIS.

AF002-08 Comment:

Page S-36: No heading or introduction is included for the Subsection 3 discussion. It is also missing from the Table of Contents on Page S-i.

Response:

These typographical errors have been corrected in the FEIS.

AF002-09 Comment:

Page 4.3-37: The text in the third paragraph suggests that no threatened and endangered species were found during the Tier 2 field surveys. This should be clarified. Our understanding is that no threatened and endangered species were found during the pedestrian walkover surveys, but several were encountered during other field work, as documented in subsequent chapters.

Response:

This text is revised to clarify that no threatened or endangered species were identified during the pedestrian surveys.

AF002-10 Comment:

Page 5.17-15: The draft Biological Assessment indicates that the Lamb's Creek Indiana bat maternity colony is being included for Section 7 evaluation for the I69 Section 6 project because of updated impact information and a more defined alignment (as opposed to the representative alignment). The Lamb's Creek colony is not included in the DEIS for Section 6 (it was previously addressed in the Section 5 documents). What was the reason for not including it? The Service intends to evaluate the colony during our Section 7 consultation for Section 6.



Response: The Lamb's Creek colony is included and evaluated in the I-69 Section 6 Tier 2 Biological Assessment. A discussion of the Lamb's Creek colony has been added to Section 5.17.3.2 of the FEIS.

AF002-11 Comment:

Page 5.17-33, third paragraph: There are three Indiana bat colonies south of SR 144 (if the Lambs Creek colony is considered), and one north. If the Lambs Creek colony is not included, then there are two colonies south of SR 144.

Response:

This text has been revised to clarify the number and location of colonies.

AF002-12 Comment:

Page 5.18-10: Under the Streams and Wildlife Crossings section, Travis Creek is left out. It is unclear if it is a perennial stream (although it is listed in Table 5.19-3); regardless, we do have a record of an Indiana bat along the creek, very near to SR 37. We encourage FHWA to consider this stream for adequate wildlife passage conditions.

Response:

Travis Creek is identified as a perennial stream, but the crossing is currently a pipe structure and the list included in Section 5.18.3.2 focuses on current bridge crossings. Consideration will be given in final design regarding the proposed structure and vegetation treatments along Travis Creek to facilitate the connectivity for wildlife use.

AF002-13 Comment:

Page 5.18-12: Under the description of Honey Creek, the new channel crossing and associated impacts for the proposed access road near the Center Grove Little League fields is not mentioned or discussed.

Response:

The Refined Preferred Alternative adds a local service road north of the current SR 37 right of way, connecting Fairview Road to Smith Valley Road. This road would likely use a culvert to convey the upgraded local service road over Honey Creek. Impacts to the riparian habitat would be minimal since this crossing is on the existing alignment; however, these alternatives would create additional impacts along the riparian corridor due to the replacement and widening of the existing structure. The existing riparian zone is highly fragmented due to existing agriculture and transportation land use along this stretch of Honey Creek.

AF002-14 Comment:

Page 5.17-33: The fifth paragraph states that “Based on the results of these surveys no direct or indirect impacts on federal listed endangered or threatened species that would jeopardize the continued existence of such species are anticipated as a result of any of



the alternatives in I-69 Section 6.” Tier 2 Section 7 consultation for the preferred alignment in Section 6 has not yet occurred and therefore no Tier 2 jeopardy determination has been made. We anticipate the Tier 2 Section 7 consultation to be initiated soon.

Response:

This statement is indicative of INDOT and FHWA's anticipation based on information reviewed at the time of the DEIS. USFWS will make the formal determination of jeopardy relative to Endangered Species Act requirements as a part of the formal consultation process that will be completed prior to the Record of Decision.

AF002-15

Comment:

Permits under Section 404 of the Clean Water Act will be needed for the proposed project. Our recommendations to the U.S. Army Corps of Engineers for permit conditions would be consistent with our comments here.

Response:

Section 404 permitting will be consistent with the conclusions of the Section 7 consultation process.

AF002-16

Comment:

The Department has a continuing interest in working with the FHWA and INDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with Scott Pruitt, Field Supervisor, or Robin McWilliams Munson, project biologist, U.S. Fish and Wildlife Service, 620 South Walker Street, Bloomington, Indiana 47403-2121, or by telephone at (812) 334-4261.

Response:

Comment noted.

State Agency (AS) DEIS Comment Responses

AS001

**04/13/2017 Letter
Mitchell Zoll, IDNR-SHPO**

AS001-01

Comment:

Dear Ms. Sosa, Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108), 36 CFR Part 800, and the National Environmental Policy



Act of 1969 (42 USC 4321, et seq), the staff of the Indiana Historic Preservation Office ("Indiana SHPO") has reviewed the aforementioned documents submitted under Weintraut and Associates March 17, 2017, review requested submittal form, which we recieved on March 20, for the project that is proposed to be built in Morgan, Johnson, and Marion Counties in Indiana. We concur with FHWA's February 14, Section 106 finding of Adverse Effect for the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6. Specifically, for the purpose of Section 106 and also for the purposes of Section 4(f) of the U.S. Department of Transportation Act of 1966, we concur with each of the following effect findings by FHWA on historic properties: 1) Morgan County Bridge 224 - No Adverse Effect; 2) Top Notch Farm - No Adverse Effect; 3) East Washington Street Historic District - No Effect; 4) W.E. Nutter House - No Effect; Percy Farm and Clear Creek Fisheries Farm No. 1 - No Effect; 5) Grassy Forks Fisheries Farm No. 1 - No Adverse Effect; 6) Reuben Aldrich Farm - Adverse Effect; 7) Morgan County Bridge No. 166 - No Effect; 8) Travis Hill Historic District - No Adverse Effect; 9) John Sutton House - No Adverse Effect; 10) Marion County Bridge No. 4513F - No Adverse Effect; 11) Cleary-Barnett House - No Adverse Effect; 12) Glenn's Valley Nature Park Retreat House - No Adverse Effect; 13) Glennwood Homes Association Historic District - No Adverse Effect; 14) La Ciel (Charles Laughner House) - No Adverse Effect; Southside German Market Gardeners Historic District - Adverse Effect. If you have any questions about archeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharpl@dnr.in.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.in.gov. In all future correspondance regarding the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6 (Des. No. 0300382), please continue to refer to DHPA No. 4615. Very truly yours, Mitchell Zoll, Deputy State Historic Preservation Officer

Response:

Comment noted, including concurrence with FHWA's February 14, 2017 Finding of Adverse Effect for Section 6 of I-69, Evansville to Indianapolis.

AS002

05/05/2017 Letter

Martha Clark Mettler, Indiana Department of Environmental Management

AS002-01

Comment:

Dear Ms. Rubin:

The Office of Water Quality has reviewed the Tier 2 Draft Environmental Impact Statement (DEIS) for Section 6 of the Interstate 69 Evansville to Indianapolis Project dated March 2017. The DEIS was reviewed for activities that would potentially impact wellhead protection areas (WHPAs), ground water resources and fall within the regulatory authority of the Section 401 Water Quality Certification Program and the State Wetland Regulatory Program.

The proposed project will start at the northern terminus of Section 5 of I-69 just south of the SR 39 interchange in Martinsville and proceed north to the I-69 interchange in Indianapolis. This section of the proposed interstate is approximately 26 miles in length and uses the existing SR 37 alignment until Edgewood Avenue where it veers off



alignment to the west to tie into Interstate 465. The Tier 2 study corridor is approximately 2,000 feet in width and included several alternative alignments that were selected for study. According to the DEIS, you have selected Alternative C4 as the preferred alternative except for the Southport Road interchange configuration which has yet to be determined. Based on the corridor study and the proposed alternative alignments, the Indiana Department of Environmental Management (IDEM) agrees with the selection of the preferred alternative within the Section 6 corridor.

Response:

Comments noted. The Indiana Department of Environmental Management has participated in agency coordination as alternatives were developed and evaluated. See FEIS Appendix C, Resource Agency Meetings and Comments.

AS002-02

Comment:

Subsection 3 & 4 represents approximately 11 miles or approximately 40% of the corridor. In this area you have selected M2 as the preferred mainline option. Option M3 requires 70 acres less right-of-way (ROW), has five (5) less home and business relocations, has 0.65 acre less wetland impact, impacts less stream (2,418 linear feet less), and impacts 60.6 acres less in the remaining categories (floodplain, ag land, upland forest, core forest). Your justification for selecting M2 over M3 is because M3 would require a Federal Highway Administration (FHWA) design exception. IDEM prefers option M3 due to the reduced impacts in all categories and views this as the best option for avoidance and minimization of impact to waters. IDEM recommends you seek the design exception for M3 from the FHWA.

Response:

Subsequent to publishing the DEIS, engineering analysis was completed to evaluate whether existing 10-foot paved outside shoulders should be widened to provide 12-foot paved outside shoulders when SR 37 is upgraded to I-69 Section 6 from Martinsville to I-465. This review is consistent with the recommendation of the American Association of State Highway and Transportation Officials (AASHTO) for consideration of 12-foot wide paved shoulders on freeways with more than 250 heavy vehicles per direction in the design hour (DDHV). The analysis considers the potential cost, environmental impacts, and safety impacts of this design decision.

The evaluation approach assumed that 12-foot paved outside shoulders will be used for I-69 Section 6 unless specific conditions are met and the costs of widening the shoulders exceeds the benefits. Three segments of proposed I-69 Section 6 were identified where existing outside shoulder conditions make it feasible to retain existing 10-foot paved shoulders. However, in two of these segments, work adjacent to the shoulders is either proposed or likely as part of the I-69 construction, and it was determined that the shoulders would be widened in conjunction with this work.

One 5,100-foot segment of northbound SR 37 between Cragen Road and Perry Road was identified where existing and proposed conditions indicate that retaining the existing 10-foot paved outside shoulder may be reasonable when the highway is upgraded to I-69



Section 6. A benefit-cost evaluation conducted for this segment shows that cost of widening the shoulder would exceed the benefit. Evaluation results are summarized below.

Based on the engineering analysis, the following recommendations are made for reuse of existing outside shoulders when upgrading SR 37 to I-69 Section 6:

1. Existing outside shoulders with at least 10 feet of paved shoulder width may remain in place without widening in locations where no guardrail is required and no work outside of the existing shoulders is required. One location was identified that fits these criteria.
2. Where work is required outside of the existing shoulders, then outside shoulders will provide 12 feet of paved width.
3. If guardrail is used along existing shoulder, paved shoulder width to the face of the guardrail will be at least 12 feet.

The recommendations above are consistent with INDOT Design Memorandum 17-02, which defines INDOT policy regarding rural interstate shoulder widths. Although the policy applies to three travel lanes, the memorandum is pertinent since it specifically addresses the use of 10-foot and 12-foot shoulders. Based on a benefit-cost evaluation of outside (right) shoulders, INDOT policy is stated as follows: “Where the current year average annual daily traffic (AADT) is 20,000 or greater *or* the number of trucks exceeds 250 directional daily hourly volume (DDHV), the minimum right paved shoulder is 12 feet. A design exception is required where the conditions are met and a lesser shoulder width is provided.” The southern portion of I-69 Section 6 where reuse of 10-foot lanes is considered is forecasted to have 44,000 to 53,000 AADT and 431 to 451 DDHV.

INDOT Design Memorandum 17-02 also addresses minimum guardrail offset: “Where a 12-foot shoulder is provided, the minimum guardrail offset is 1 foot. Where a shoulder less than 12 feet is provided, the minimum guardrail offset is 2 feet.” The 2-foot guardrail offset with a 10-foot shoulder is consistent with the dimension noted in item 3 above.

While one segment of SR 37 has been identified that meets the criteria for retaining the existing 10-foot paved outside shoulder, more detailed engineering conducted during the design phase may determine that the shoulder must be widened because additional construction outside of the shoulder is necessary. Until design engineering is complete, sufficient right of way is defined to accommodate 12-foot outside shoulders with new ditches and side slopes. Section 3.8 of the FEIS presents this new information and describes the revised evaluation of mainline options.

The engineering analysis is described in detail in Appendix L of the I-69 Section 6 Engineer’s Report.

AS002-03

Comment:

No preferred alternative was stated in the DEIS for the Southport Road interchange. The DEIS states that Alternative C4 (Option A or Option B) would be recommended by INDOT and is being presented to the public for input. As mentioned in the opening paragraph,



IDEM's comments are based upon areas that fall within our jurisdiction. With that said, IDEM prefers Alternative C1 as it has the narrowest footprint where it crosses Little Buck Creek, has less floodplain impact, and minimal impact upon the community water well and wellhead protection area (WHPA) located within the area of the interchange. IDEM understands your need to evaluate several alternatives and weigh the pros and cons of each alternative. If an alternative is selected which expands the existing footprint to the northeast quadrant, then IDEM requests the following activities become Environmental Commitments in the Final Environmental Impact Statement:

1. Implementation of spill containment measures on the east side near the community water well and associate WHPA.
2. Conveyance of storm water away from the community water well/WHPA for treatment and detention.

Response:

Based on the review of cost and impacts, coupled with public and agency input, Alternative C4B has been incorporated into the Refined Preferred Alternative at Southport Road. The footprint of the project over Little Buck Creek, floodplain impact, and water well/WHPA impacts were all considered in the evaluation, along with a broad range of other factors such as operations and safety, public input, cost, and impact to the natural and human environment. NEPA requires consideration of all of these factors in identifying the selected alternative. The evaluation and results of the Southport Road interchange area are provided in Section 6.3.2.7 and 3.8.7 of the FEIS.

INDOT has committed to implementation of appropriate spill containment measures throughout the project corridor and specifically within WHPAs. These commitments are included in Section 7.3.6 of the FEIS, and are summarized below.

Environmentally-sensitive locations (e.g., wetlands, historic structures, or archaeology sites, or drinking water wells) in the general project area will be clearly shown on construction plans and called out to contractors during a pre-construction meeting. These sites will not be permitted for use as staging areas, borrow, or waste sites. Additionally, appropriate protection measures such as spill prevention, sediment and erosion control, and stormwater pollution prevention will be required of the contractor near these areas.

Prior to construction, 327 IAC 15-5 (Rule 5) requires that the contractor develop a construction plan for stormwater discharges from construction activities encompassing one or more acres. An erosion control plan and stormwater pollution prevention plan (SWPPP) will be developed and approved by INDOT and IDEM prior to construction. Additionally, the SWPPP will be provided to the local stormwater officials for each community within the project area. BMPs will be used in the construction of this project to minimize erosion. Erosion and sediment control measures are typically put in place as a first step in construction and maintained throughout construction.

BMPs will be used to minimize sediment and debris within the project area. Examples of these BMPs include: silt fencing, check dams, rock filter berms, sediment traps, sediment



basins, inlet protection, seeding, and sodding. Timely re-vegetation after soil disturbance may be implemented and monitored.

Prior to construction, heavy equipment parking and turning areas may be located outside the construction limits but within the right of way. Parking and turning areas will be located in areas that do not require additional tree clearing, and will avoid environmentally sensitive areas, such as wetlands, wellhead protection areas (WHPAs) or areas prone to soil erosion.

Soil bioengineering techniques for bank stabilization will be considered where appropriate. INDOT will complete contractor compliance inspections on a regular basis to help control erosion and sediment on the project.

SWPPP, spill prevention, and stormwater BMPs will be implemented during and after construction to protect groundwater. Potable water sources will be protected through the use of BMPs such as diversion of storm water into grassy swales, and the use of construction BMPs such as straw or rock check dams, rock filter berms, sediment traps and/or sediment basins to reduce sediment erosion.

INDOT will work with water utilities with WHPAs crossed by I-69 Section 6 to address WHPA requirements for groundwater protection during construction work within these areas. A wellhead protection area is the area around a wellhead where land use activities have the potential to affect the quality and quantity of water that flows into the well. These areas will be protected in order to preserve existing groundwater resources.

To fulfill Rule 5 (327 IAC 15-5), contractors will be required to provide a spill response plan acceptable to INDOT and IDEM. This response plan will include, at minimum, protocols for contact with emergency response personnel, material safety data sheets, and copies of agreements with any agencies that are part of the spill-response effort. An emergency contact for the contractor will also be required. The contractor will work with the relevant water utilities for areas within a WHPA in developing these spill response plans. This information will be included in the FEIS.

AS002-04 Comment:

Direct impacts to land associated with your preferred alternative are estimated to be a total of 2,071 acres. Of this total, 942 acres consist of the existing SR 37 corridor and the additional 1,129 acres would be required to upgrade SR 37 to interstate status. As identified in the DEIS, approximately 45% of the land is currently SR 37 corridor, approximately 21% is developed land outside the existing SR 37 corridor, approximately 15% is agricultural land, approximately 12% is upland habitat, and the remaining land use consists of aquatic environments and quarries.

Response:

Comment noted.

AS002-05 Comment:



To reduce additional direct impacts to water resources, ensure all borrow and waste disposal sites are not within WHPAs and located in non-forested upland areas and maintain a distance from waters of the state that will not result in secondary impacts such as draining wetlands, lowering the water table, and cutting off a watershed to a wetland. If borrow or waste disposal areas are to be located adjacent to streams with forested corridors, these areas should be located at a distance that will preserve the forested corridor. In addition, materials staging and overnight parking of heavy equipment should be restricted to areas not within WHPAs or areas of sensitive water resources to reduce impacts of potential spills and equipment fluid leaks upon water resources.

Response:

Provisions will be included in the construction contracts to provide additional limitations on the location of waste and borrow facilities associated with I-69 Section 6. These provisions will be coordinated with IDEM prior to the finalization of the construction contracts.

AS002-06

Comment:

It is estimated that 43,536 linear feet of stream exists within the preferred alternative of which 11,567 linear feet is natural stream (not including existing impacts from SR 37). Approximately 23,115 linear feet of stream is identified outside the existing right-of-way and is identified as new impacts. Stream relocations associated with the preferred alternative are estimated to be 27,160 linear feet of stream channel. Riparian corridor loss associated with the preferred alternative is estimated to be 33.75 acres. During stream crossing design, avoid using structures that will require the stream to be manipulated. All stream relocations should follow the natural stream channel design protocols unless the relocated stream is an existing riprap lined/concrete lined roadside ditch. If you are capturing a stream within the ROW, the outside ROW edge of the stream should be planted with trees and shrubs or located adjacent to existing forest areas to minimize the impacts of thermal inputs associated with impervious surface. Signage should be placed along all jurisdictional streams captured in the ROW during and after construction for both contractors and for highway maintenance staff.

Response:

INDOT will make every effort to avoid manipulating stream channels. A commitment to plant trees and shrubs along the outside edge of the right of way is included in the mitigation commitments database for the project. The marking of jurisdictional streams will be coordinated with IDEM during project design.

See FEIS Chapter 7, Mitigation and Commitments for additional details.

AS002-07

Comment:

IDEM has been coordinating on this project and participating in field reviews for potential stream mitigation sites. Based upon those meetings and field reviews, IDEM believes suitable mitigation sites have been found. The sites do not add up to a 1:1 mitigation ratio as normally required, but they are larger more detailed mitigation efforts. IDEM believes



it is appropriate to grant additional credit above the 1:1 ratio for the mitigation efforts. Most of the sites are located on the West Fork White River and involve significant bank grading, bioengineered stabilization, and forested riparian corridors. The majority of the banks in question are severely eroded banks that contribute tons of sediment to the already impaired river therefore IDEM supports plans to improve the integrity of these banks.

Response:

INDOT will continue to coordinate the overall mitigation plan with IDEM and other regulatory agencies to assure that the final complete mitigation plan addresses all regulatory concerns.

AS002-08

Comment:

Approximately 60 field verified wetlands were located within the preferred alternative totaling 28.70 acres. The 60 wetlands were further broken down by type and consist of 23 emergent, 12 forested, 5 scrub shrub, and 20 open waterbodies. As with stream mitigation, IDEM has been participating in field reviews for potential mitigation sites and believes that suitable wetland mitigation sites have been identified for this project.

Response:

Comment noted.

AS002-09

Comment:

Erosion and sediment control will be a crucial part of this project during construction in order to protect aquatic resources. As with previous sections of I-69, the DEIS is not specific on the measures that will be used to address storm water management. The DEIS uses general statements such as "BMP's will be used during construction" or "silt fence or other erosion control measures" will be used. These statements are general in nature and are not sufficient to adequately address the pollutants that will be associated with active construction. Specific selection of measures; including design specifications must be incorporated into the project based on the terrain and the resource that is to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing, must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site.

Response:

Specific design measures related to storm water management are addressed during the design process rather than the environmental study phase. These measures will be incorporated into the Stormwater Pollution Prevention Plan (SWPPP) and submitted to



IDEM for review and approval during the technical review of the Rule 5 permitting process. These measures will specifically address all stormwater discharge points off the right of way with appropriate measures detailed for each location, including design and sizing information. Construction sequencing will also be addressed in the SWPPP, including the need to modify measures as construction progresses and drainage areas and discharge points change.

The construction contract(s) will require that a level 2 storm water inspector be engaged to insure the SWPPP is implemented per the approved permit. A level 2 storm water inspector (SWQM) must successfully complete the INDOT Construction Stormwater Training course and hold a current training verification document for that course. In addition, the level 2 storm water inspector shall hold a current certification as a CESSWI, or a CESSWI In-Training, or a CISEC, or a CISEC InTraining, or a CPESC, or a CPESC In-Training, or an approved equivalent.

AS002-10 Comment:

If post-construction measures that utilize infiltration to manage storm water are proposed within wellhead protection areas the storm water must be pre-treated for pollutants associated with highway run-off prior to being directed to the infiltration measures. In regards to the other activities that will impact waters of the state, IDEM recommends that you continue to look for additional avoidance and minimization measures as you complete the National Environmental Policy Act process.

Response:

Avoidance of infiltration features within wellhead protection areas (WHPAs) is the preferred approach to minimize groundwater impacts. INDOT will continue to coordinate with IDEM regarding stormwater management within wellhead protection areas. During the design phase, specific coordination will be conducted with IDEM for any detention/retention facilities planned in wellhead protection areas.

**AS003 05/05/2017 Letter
Mitchell Zoll, IDNR-SHPO**

AS003-01 Comment:

Dear Ms. Rubin:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, et seq.), the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the DEIS, which we were invited to review in your March 17, 2017, and which we received on March 20, for the Section 6 project that is proposed to be built in Morgan, Johnson, and Marion counties in Indiana.

Response:

Comment noted.



AS003-02 Comment:

We agree with the conclusions of the DEIS that the Southside German Market Gardeners Historic District, along Bluff Road to the north and south of I-465 in Marion County, and the Reuben Aldrich Farm, at 7020 Old SR 37 in Morgan County, are the only above-ground, historic properties within the Section 106 area of potential effects for Section 6 that will suffer adverse impacts.

Response:

Comment noted.

AS003-03 Comment:

In regard to potential impacts upon archaeological resources by the proposed project, we direct your attention to the comments that we included in our April 14, 2016, letter to Kia Gillette (Lochmueller Group, Inc.), and portions of which we herein repeat:

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the archaeological reconnaissance survey report (McCord, and Baltz, 02/29/2016) that archaeological sites 12-Mg-0551, 12-Mg-0552, 12-Mg-0553, 12-Mg-0554, 12-Mg-0555, 12-Mg-0557, and 12-Mg-0558 (all of which were which were identified during the archaeological investigations) are not eligible for inclusion in the National Register of Historic Places ("NRHP").

Additionally, we concur with the opinion of the archaeologist, that there is insufficient information regarding archaeological site 12-Mg-0556 (which was identified during these archaeological investigations; and which, although located outside of the portion of the proposed project area presently surveyed, is likely to be within the portion of the proposed project area next surveyed) to determine whether it is eligible for inclusion in the NRHP. The site should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Furthermore, we concur with the opinion of the archaeologist that Field 1 of Segment 2 (as indicated in Survey Coverage Map 3 of 39, Survey Coverage Map 4 of 39, and Survey Coverage Map 5 of 39) is suitable to contain intact buried cultural deposits, and should be subjected to Phase I archaeological investigations.

Moreover, in regard to archaeological site 12-Mg-0525 (which is mentioned on page 25), as previously indicated in our May 26, 2015, Letter to Patrick Carpenter (INDOT), we concur with the opinion of the archaeologist, as expressed in the earlier Phase I archaeological reconnaissance survey report (McCord, 04/14/2015), that there is insufficient information regarding archaeological site 12-Mg-0525 (which was identified during those archaeological investigations) to determine whether it is eligible for inclusion



in the NRHP. However, it is our understanding, from the submission that accompanied that report, that archaeological site 12-Mg-0525 will be avoided by all project-related ground-disturbing activities. Archaeological site 12-Mg-0525 must either be avoided by all project activities, or subjected to further archaeological investigations. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

Additionally, there is insufficient information regarding archaeological site 12-Mg-0052 (a portion of which was resurveyed during these archaeological investigations) to determine whether it is eligible for inclusion in the NRHP; and it is unclear to us to what extent the entirety of the site has been destroyed by modern development. (We note that the original 1982 archaeological site survey record indicates not that the site was destroyed, but rather that the area was then being developed.) However, the portions of site 12-Mg-0052 that lie within the proposed project area do not appear likely to contain intact archaeological deposits, and no further archaeological investigations of these portions of the site appear necessary. The site should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Response:

Site 12-Mg-0052 will be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations will be submitted to the DHPA for review and comment. Any further archaeological investigation will be completed in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716). For reference to other sites see response to comment AS003-04.

AS003-04

Comment:

We recommend that the DEIS be revised to include the following:

- A requirement that 12-Mg-0556 should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, etc. (See text, above.)
- That Field 1 of Segment 2 (as indicated in Survey Coverage Map 3 of 39, Survey Coverage Map 4 of 39, and Survey Coverage Map 5 of 39) is suitable to contain intact buried cultural deposits, and should be subjected to Phase Ic archaeological investigations. (If this area is still within the proposed project area.) (See text, above.)
- A reference to the avoidance of (or additional testing at) archaeological site 12-Mg-0525, if the proposed project area will include it. (See text, above.)

Response:



Site 12-Mg-0556, Field 1 of Segment 2, and Site 12-Mg-0525 will be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations will be submitted to the DHPA for review and comment. Any further archaeological investigation will be completed in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716). Commitments regarding the three archeological sites are included in Sections 5.14.4 and 7.3.8 of the FEIS.

AS004 **05/08/2017 E-mail**
Matt Buffington, Environmental Supervisor Indiana Department of Natural Resources
(Div. of Fish and Wildlife)

AS004-01 **Comment:**

Dear Ms. Rubin:

The Division of Fish and Wildlife (DFW) has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969, and should be considered in addition to previous comments made by our Department on this project. Our comments and recommendations below focus on the environmental consequences, mainline alternatives, and decision areas.

CHAPTER 5: ENVIRONMENTAL CONSEQUENCES:

The DFW agrees with reusing as much of existing SR 37 as possible and elimination of Mainline Option M1 that would be elevated through Martinsville and then have a wider footprint elsewhere, resulting insignificantly more impacts compared to M2 or M3. Elevated highways serve as a severe impediment to wildlife movement. Although wildlife that crosses an interstate can have a low chance of survival, at least there is some chance for movement. The use of walls would eliminate that option.

5.18.1: This section discusses wildlife-vehicle collision reduction, but it is not clear that any of the ideas presented in it will be implemented. Section 5.18.4 lists the things to be done, though it is not clear how they tie back to reducing collisions. The list deals more with habitat mitigation. While the presence of signs, such as tracks, show that animals do cross under the roadway at existing stream crossings, the regular presence of animal carcasses on the side of SR37 indicates that animals will also attempt to cross the road. It does not appear that any options are presented to attempt to reduce animals on the roadway, only that it will not be any worse.

Response:

Comment noted regarding concurrence with the elimination of mainline alternative M1 that would be elevated through Martinsville.

Section 5.18.1 provides background information about issues related to wildlife-vehicular conflicts. Section 5.18.4 addresses design solutions which will be implemented by INDOT.



Section 5.18.4 addresses mitigation as discussed with US Fish and Wildlife Service. This project has committed to retaining the existing connectivity by not creating conditions that are less favorable for passage under the structure compared to the current conditions. Where possible, bridges will be used in place of culverts. The project will not have any additional commitments regarding implementing measures to reduce wildlife-vehicle collisions. Language will be added to Section 5.18 in the the FEIS to make this clear.

AS004-02 Comment:

5.18.3: The second line of the opening paragraph contains a typo and it is not clear exactly what was omitted. Habitat areas (especially where habitat is located on both sides of the road) including mitigation sites located adjacent to the proposed highway right-of-way, and also to local roads need to be fenced off to discourage wildlife attracted by the habitat from attempting to cross the highway. Fencing should funnel wildlife to suitable crossing locations and should include fencing adequate to protect herpetofauna as well as direct such wildlife to appropriate road-crossing areas/structures. The wildlife-fencing located at approximately mile marker 30.5 on I-69 could serve as an example of appropriate wildlife exclusion methods.

5.18.3.2:

1. The DEIS indicates that wildlife passage options exist at most structures. There needs to be a commitment to maintain or improve existing wildlife and fish passage through existing crossing structures, and to provide the same or better level of passage for any new structures that will be installed. Not all structures may have full riprap slopes, and vegetation is present within the existing right-of-way at most crossings. These conditions greatly improve wildlife movement along a stream, and can prevent animals from attempting to cross the road.
2. Along the West Fork White River at I-465, the northwest quadrant is highly fragmented, but the other three quadrants are significantly more forested. The most significant cause of fragmentation is I-465.

Response:

The text “, interchanges or” in the second line of Section 5.18.3 is an error. It has been removed from the FEIS. The placement of fencing along the corridor will be assessed during design.

Regarding maintaining or improving existing wildlife passages, see response to comment AS004-01. Alternative C4 has a total of 1.0 acres of forest impacts in the northeast, southeast and southwest quadrants of the I-465 crossing of the White River. These impacts are needed to add a travel lane in each direction on I-465.

The value of bridge and culvert structures for allowing and supporting wildlife and fish passages at highway crossings is recognized. INDOT agrees to maintain the existing wildlife passages provided by SR 37 and other existing roadways. During the design phase of the project when structure sizing is being determined for new and existing crossings, accommodations for wildlife will be considered, but the project does not have additional



commitments regarding implementing measures to increase wildlife passage. Language will be added to Section 5.18 in the the FEIS to make this clear.

AS004-03 Comment:

1. The statement regarding animal crossing being unlikely toward the White River at Stotts Creek (page 5.18-13) is unclear. Wildlife movement from the Stotts Creek riparian corridor to the White River riparian corridor is likely common, either over the road or through the structure when possible. Creating conditions that don't allow movement between these two waterways is an example of how transportation projects fragment habitats and populations.
2. At Clear Creek, the existing sand and sediment bars should be maintained after construction as they provide good habitat.

5.19.3.8: Little Buck Creek is a perennial stream located immediately north of Southport Road and will be impacted, but is not shown on the list at the start of this section. "Bluff Creek and UNTs" is listed twice.

5.19.3.11, Potential Stream and Riparian Impacts states "Where practicable, alternatives to riprap, such as bioengineering methods and new construction or retrofit of culverts for aquatic organism passage, would be considered." We strongly recommend making alternatives to riprap such as bioengineering a priority, the default position for retrofit, redesign or reconstruction of crossings, and implementing such measures rather than just considering them "when practicable."

Table 5.19-14, Surface Water Quality: Runoff from bridges should not be allowed to drain through pipes in the bridge deck directly to the channel. A riprap turnout directing flow from the bridge surface to grassy swales, filter strips and/or with an appropriately-sized detention areas prior to discharge to the creek is recommended.

Response:

Under all alternatives, the I-69 bridge across Stotts Creek bridge would be located at the convergence of Stotts Creek and the White River. The reference indicating that wildlife movement is unlikely has been removed. The existing bridge opening which allows for wildlife movement along White River and Stotts Creek will be maintained.

At Clear Creek, the superstructure replacement of the northbound bridge and the bridge replacement of the southbound bridge is not intended to alter the bank morphology or hydrology of the stream reach. However, the stream reach in this location is unstable and the stream bank has failed near the existing southbound bridge structure. This bank failure has resulted in a portion of the right of way fence and the wing wall of the bridge failing and falling into the stream. As part of the replacement and rehabilitation of the structures, the stream banks will be stabilized. This may result in alterations to the stream channel and sediment bars either directly or indirectly. To the extent possible, sediment bars or stream banks will be maintained for wildlife passage.

Regarding the comment on Section 5.19.3.8, Little Buck Creek will be added to this list and the duplicate "Bluff Creek and UNTs" will be removed.



Alternatives to riprap will be considered where practicable during appropriate phases of design.

Directing stormwater runoff from roadways and bridges will be considered where practicable during the appropriate design phase. Consideration for utilizing appropriate filter media will be investigated and may include, but not be limited to, riprap drainage turnouts, open or closed bridge drainage systems, and splash pads.

AS004-04

Comment:

Table 5.19-18, Potential Mitigation for Stream Impacts: Riprap may be needed above the ordinary high water mark (OHWM) to protect bridge piers and abutments from scour where bioengineering will not sufficiently withstand high flow velocities. Where riprap is needed above the OHWM, smooth-surfaced materials such as articulated concrete block mats, fabric-formed block mats or other similar materials should be used to provide the necessary scour protection while also facilitating wildlife passage under the bridge.

On page 5.19-45, the DEIS discusses culvert design and the use of riprap under crossing structures. It is important that the comments in 5.18.3.2 that stated no impairment of passage remain in effect, throughout the DEIS and all the way through construction. Also on page 5.19-45, there is discussion of using three sided culverts or sumped box culverts to help mitigate impacts upon the stream. Based on a recent investigation of culvert installations, riprap use is often significantly more than shown on the plans and the channel is excavated more than necessary. Significant construction oversight will be imperative to ensure that the efforts in design are not countered by execution during construction.

5.20.4: It is not clear if the DEIS is stating that preservation associated with impacts to non-wetland floodway forest would be 10:1 which is the minimum standard for DNR floodway permits, or if the mitigation ratios committed to by INDOT and FHWA (1:1 replacement, 2:1 preservation) would take precedence. Also in this section, the naming of potential mitigation sites as "White River" with three other streams in parentheses is odd and confusing, particularly without a figure.

5.22: The DNR supports the new access to the Cikana Fish Hatchery North Unit via Twin Branch Road. The DNR requests further consultation regarding the design requirements given the specialized vehicles that are sometimes used on the property. In terms of impacts to the actual property, any discussions regarding repayment need to be coordinated between INDOT and DNR, including hatchery staff.

Response:

Portions of the text of the comment referencing Table 5.19-18 are paraphrases of the supporting text following the table. The following text has been added to this discussion: "Alternative materials, other than rip rap, will be reviewed for areas above the OHWM that require placement of scour protection measures and if feasible, the alternative measures will be considered."



The following text has been added to the discussion referenced from p. 5.19-45 of the DEIS: “The construction plans will clearly note the dimensions and depth of rip rap to be installed. It will be the responsibility of the contractor and/or the construction inspection team to make sure the rip rap and culverts are installed per the final approved roadway plans.”

The following text has been added to Section 5.20.4: “All floodway mitigation required for Construction in a Floodway License will follow the IDNR Mitigation Guidelines.” The text in this section has been modified to clarify references to mitigation areas. Due to the need to ensure confidentiality, a figure showing the location of mitigation areas is not provided.

INDOT commits to coordinating with IDNR regarding roadway design requirements for vehicles accessing the Cikana Fish Hatchery.

AS004-05

Comment:

MAINLINE ALTERNATIVES:

There are instances, notably at Core Forest F065 and Core Forest F076, where the right-of-way is bumped farther from the center line for some alternatives but not others. It presumably relates to the mainline option chosen (M1, M2, or M3) with each alternative. If these bumps in right-of-way width are associated with M2 versus M3, then the DNR supports the use of M3 to reduce impacts at such locations, especially to core forest. Mainline M3 would generally have fewer impacts upon natural and human resources, and should be pursued wherever possible.

Subsection 1: M2 is acceptable if the choice is between M1 and M2 given the construction of new bridges over Indian Creek.

Subsection 2: M2 is acceptable, particularly if it can be modified in specific locations to Option M3 in order to reduce impacts to upland forest. The resources along the right-of-way, including at Burton Lane and Grand Valley Boulevard, are highly disturbed.

Subsection 3: M1 and M2 are quite similar, while M3 has lower impacts. As previously stated, any opportunities to use M3 should be adopted, even if it is only for portions of the subsection that would reduce impacts upon wetlands, streams, and forest.

Subsection 4: M1 and M2 are quite similar, while M3 has lower impacts. This is another situation where adopting M3 should be pursued where possible.

Subsection 5: All three are similar, with some concerns about impacts to managed lands. See the comments above regarding the Cikana Fish Hatchery.

Subsection 6: M3 has lower impacts but the difference is not significant. Either M2 or M3 should be acceptable.

Subsection 7: M3 has lower impacts but the difference is not significant.

Subsection 8: Impacts between M2 and M3 are nearly identical. Either M2 or M3 should be acceptable.



Response:

See response to comment AS002-02.

AS004-06

Comment:

DECISION AREAS:

Decision Area 1-1: SR 39: Either alternative is acceptable.

Decision Area 1-2: Jordan Road: Alternative C3/C4 is acceptable, which by default supports the grade separation at Burton Road(Decision Area 2-1).

Decision Area 1-3: Rogers Road: The use of a roundabout is a reasonable alternative.

Decision Area 2-1: Burton Lane: Alternatives C2/C4 are dictated by the decision at Jordan Road. In addition, the impacts of these alternatives is only slightly higher than C3.

Decision Area 2-2: Ohio Street: Including an interchange would result in more impacts than an overpass. The difference is about 400' more stream impacts and 11 acres of floodplain, though these stream and floodplain areas are fairly disturbed by previous development. In addition, the local need for an interchange seems reasonable.

Decision Area 2-3: Grand Valley Boulevard: Any alternative is acceptable, though the future development along Grand Valley Boulevard may result in cumulative impacts.

Decision Area 2-4: SR 252 and SR 44: The interchange options are fairly similar, with different trade-offs among the alternatives. Would a roundabout be a potential option at Kristi Road?

Decision Area 2-5: Twin Branch Road and Cikana: The DNR supports the proposed driveway access from Twin Branch Road in Alternative C1/C2/C4, and does not support the extension of Twin Branch Road as depicted in C3. The DNR does request continued discussion regarding impacts to the hatchery property and how those impacts will be addressed. Further coordination with hatchery staff should occur.

Response:

IDNR's support for selection of Preferred Alternative C4 in Decision Areas 1-1, 1-2, 1-3, 2-1, 2-2, 2-3 and 2.5 is noted.

Regarding a roundabout at the intersection of SR 44 and Kristi Road, access to Kristi Road from SR 44 is provided primarily to allow for faster emergency response from the Washington Township fire station to neighborhoods north of Reuben Drive and west of I-69. It is not intended that Kristi Road be used for access to I-69 from these neighborhoods, as that can be accommodated by using Morgan Street. Westbound right turns from Reuben Drive and southbound right turns from Kristi Road are the only turning movements proposed to be allowed at this intersection. Use of a roundabout at this intersection is not necessary and would increase cost as well as delay to vehicles on Reuben Drive.



INDOT will consult with IDNR during design regarding impacts to the fish hatchery. See response to comment AS004-04.

AS004-07 Comment:

Decision Area 3-1: Morgan Street and Myra Lane: The DEIS claims environmental impacts would be similar among alternatives but C1/C3 may create slightly greater forest fragmentation with roads surrounding the forest areas. Alternative C4 at Myra Lane is acceptable, and overall C4 is acceptable for 3-1.

Decision Area 3-2: Egbert Road: Alternative C4 would have fewer environmental impacts and is acceptable.

Decision Area 4-1: Henderson Ford Road: The alternatives will have fairly similar impacts; alternatives C1/C3/C4 are acceptable.

Decision Area 4-2: New Harmony Road: Alternatives C2/C4 will generally have higher impacts upon resources compared to other alternatives, but they have significant benefits to the local community. Selection of one of these alternatives represents a common example of balancing access and impacts to resources.

Decision Area 4-3: Perry Road: This location is another example of balancing access and impacts to resources. It is not clear if further alignment changes with Perry Road and Old SR 37 could reduce impacts. Could a roundabout at Perry Road and Old SR 37 be provided if C1/C2/C4 is adopted?

Decision Area 4-4: Waverly and Whiteland Roads: Impacts are similar, so the preferred Alternative C4 is acceptable.

Response:

IDNR's concurrence with Preferred Alternative C4 in all decision areas is noted.

Regarding a roundabout at the intersection of Perry Road and Old SR 37, a roundabout intersection would be more expensive and impactful than the proposed stop controlled intersection, and it would not provide any traffic operation advantage at this location.

AS004-08 Comment:

Decision Area 5-1 SR 144: Alternatives C2/C4 are acceptable as they generally have fewer impacts compared to the other alternatives.

Decision Area 5-2: West Local Service Road and Olive Branch Service road: Alternatives C2/C4 would have greater impacts than the other alternatives but addresses local access concerns. If one of these alternatives is adopted, further refinement of the Old SR 37 alignment south of Smith Valley Road could reduce impacts.

Decision Area 5-3/5-5: Smith Valley Road / Wakefield Road: Alternative C4 is acceptable.

Decision Area 5-4: West Local Service Road and Fairview Road: Alternatives C2/C4 will have greater impacts upon resources but for the most part these resources are at least partially disturbed and the level of impact is not extensive.



Decision Area 6-1: County Line Road: While County Line Road sees extremely high traffic volumes along most of its length, the amount of traffic at SR 37 tends to be much less compared to other portions of the road. The use of roundabouts should reduce impacts to upland forest. It is not exactly clear how the environmental impacts are similar among alternatives given the western shift in C1/C4 which appears to result in more forest and stream impacts, particularly between Wicker Road and the exit ramps north of County Line Road.

Decision Area 6-2: West Local Service Road: Differences in impacts are with agricultural land and wellhead protection areas. Alternatives C2/C4 are acceptable.

Response:

IDNR concurrence with Preferred Alternative C4 in all decision areas other than 5-2 is noted. The local service road shown in Alternative C4 south of Smith Valley Road has been adjusted in the development of the Refined Preferred Alternative of the FEIS. As a result, the Stones Crossing Road overpass was removed, which will reduce natural impacts as well as impacts to the adjacent Greenwood Mobile Home Park.

AS004-09

Comment:

Decision Area 7-1: Southport Road: The primary resource of interest is Little Buck Creek and its riparian corridor. Most of the remaining interchange area includes developed land and an agricultural field with a wellhead protection area. All alternatives will impact Little Buck Creek, and all in the same general area. Alternatives C1, C2, and C4A would have impacts more closely packed, which leaves fewer habitat fragments. Alternative C4B has some of the larger impacts, mainly along the west side of SR37, though the difference is not dramatic. The DNR recognizes the numerous constraints with this interchange, which are mainly related to commercial and residential development and the movement of people and vehicles. Is there any potential to install roundabouts anywhere along Southport Road to improve vehicle movement, for instance to address the left turns from Perry Commons? The DNR prefers an interchange design that minimizes impacts to Little Buck Creek to the greatest extent possible, with a preference for a design that has the stream crossings as close together as possible, as in C1, C2, and C4A. Most other design features address traffic flow and impacts to resources are similar.

Decision Area 8-1: I-465 Interchange: Differences in impacts upon natural resources are slim among the alternatives. Other factors, such as cost and traffic flow, should guide the final decision.

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

Response:



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

IDNR interest in minimizing impacts to Little Buck Creek by minimizing the width of the footprint in Decision Area 7-1 and IDNR concurrence with Preferred Alternative C4 in Decision Area 8-1 is noted.

See response to comment AS002-03 regarding the evaluation of the Southport Road interchange. The evaluation considered the potential for roundabout intersections on Southport Road, as well as measures to minimize impacts to Buck Creek.



Local Government (LG) DEIS Comment Responses

LG001 **05/04/2017 Letter**
Mike Dillinger, Morgan County Economic Development Corporation

LG001-01 **Comment:**

Thank you very much for the continued opportunity to provide perspective regarding the I-69 Section 6 project in Morgan County. Having participated in numerous local government reviews of the infrastructure project, it is my hope that you will give special consideration to the interest noted in this correspondence.

The City of Martinsville and Morgan County are also very appreciative of INDOT's acceptance of comments made by the public and our elected officials. Considering this, local leaders have directed me to demonstrate our collective interest in the configuration of the Ohio Street interchange with the specific objective of sparing from disposition the site that currently is occupied by Walgreens at 1900 South Ohio Street.

That location is a cornerstone in what will be the eventual redevelopment of the southwest quadrant of the I-69/Ohio Street interchange. Future redevelopment of this quadrant is expected to have significant impact in Martinsville for decades to come, and the noted property at the interchange and its strategic value are important determiners in our anticipation of social and economic growth in the area.

In the progression of the four identified/preferred routes/layout for the interchange, the first layout suggested that the interchange could be designed with roundabouts without taking any of the noted property. As the proposals progressed to the final/fourth layout, the southbound ingress onto I-69 from Ohio Street would take a significant portion or all of the entire lot, dashing the social and economic impacts that Martinsville anticipates from that location. From a community perspective, this is unacceptable and must be reconsidered.

On behalf of the aforementioned interested parties and the general public, would INDOT please design and incorporate a layout of the southbound ingress ramp at Ohio Street that avoids the need to take the real estate that is the current location of Walgreens? We want to demonstrate firsthand in our partnership with INDOT that there is a better alternative, and we thank you for INDOT's anticipated willingness to incorporate this interest into the project plan.

Response:

The layout of the Ohio Street interchange is changed in the Refined Preferred Alternative in response to requests from Morgan County and many citizens to minimize commercial relocations in the area, particularly to avoid the potential relocation of the Walgreens. The Refined Preferred Alternative includes an elevated roundabout interchange, and the alignment of mainline I-69 is shifted to the southwest. Realignment of the southbound entrance ramp allows impacts to the parking lot at Walgreens to be avoided.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

LG002 **05/05/2017 E-mail**
Jeremy Pell, Chief, White River Township Fire Department

LG002-01 **Comment:**

The White River Township Fire Protection District ("the District") provides fire protection and Emergency Medical Services ("EMS") to a 26 square mile section of northwestern Johnson County, Indiana that includes State Road 37 from Stones Crossing Road to County Line Road in Marion County, Indiana.

On or about March 15, 2017, INDOT promulgated its Draft Environmental Impact Statement ("DEIS") for Section 6 of the proposed I-69 route (Martinsville to Indianapolis). A number of route alternatives were evaluated, with INDOT designating Alternative C4 as the preferred alternative.

As Fire Chief of the District, I am presenting the following comments and concerns regarding the I-69, Section 6 route alternatives evaluated in the DEIS. I-69 will have a significant impact on the citizens living and traveling through the District regardless of the final route chosen. Accordingly, my comments will address each of the route alternatives discussed in the DEIS with a focus on the impact to life safety and the protection of property in the District.

Please include and consider these as part of the formal public comment for the official project record.

Alternative C1

Chapter 6 of the DEIS contains a comparison of the Section 6 route alternatives. On page 6-69, INDOT noted the following in regard to the impact on the District's fire station and headquarters located at 850 Mullinix Road, Greenwood, Indiana:

"I-69 would be shifted slightly west of the existing SR 37 alignment to avoid the White River Township fire station at Smith Valley Road . . . A retaining wall would be constructed along the northbound exit ramp at Smith Valley Road to avoid the fire station."

- Although utilizing Alternative C1 would avoid a direct impact to the District fire station, it nonetheless creates response difficulties that would negatively impact emergency services to citizens in the area. The following negative impacts should be recognized:
- Access to Smith Valley Road directly from the fire station driveway would be eliminated.
- Alternative access to Smith Valley Road would only be possible via a long drive to Mullinix Road and then traveling north to Smith Valley Road, thus increasing all emergency response times from the existing fire station.
- Traffic control devices at Mullinix Road would further reduce response times.
- Limited line of sight while accessing Mullinix Road creates further safety challenges when dealing with increased traffic in the area.



- Access to existing roads, businesses, and residential neighborhoods will be reduced by I-69 therefore increasing travel distances to multiple areas and substantially increasing response times to those areas.

Response:

Comments noted. INDOT acknowledges and appreciates White River Township Fire Department’s expertise in determining adequacy of accessibility to its operating locations.

Impacts to response times for the fire department were considered in the selection of Alternative C4 as the preferred alternative at Smith Valley Road rather than Alternative C1 or the other alternatives. Considerations related to the evaluation and recommendation are provided in the review of Decision Area 5-3 in Section 6.3.2.5 of the FEIS. Input from the White River Township Fire Department was a major factor in the selection of the preferred alternative at this location.

LG002-02

Comment:

Alternative C2

The DEIS, page 6-70 notes the following for Alternative C2 in regard to the District fire station:

"I-69 would follow the alignment of SR 37. This alignment would impact the White River Township fire station and require reconstruction of Wakefield Road."

Alternative C2 would require relocation of the fire station. Relocation of the fire station is preferred by the District for long term public safety planning and the protection of life and property in the District. Due to the access changes caused by I-69, District residents and property would be better protected by relocating the fire station to a location which provides quick access to major north/south and east/west thoroughfares.

Response:

See response to Comment LG002-01.

LG002-03

Comment:

Alternative C3

The DEIS, page 6-70 notes the following for Alternative C3 in regard to the District fire station:

"I-69 would follow the alignment of SR 37. A retaining wall would be constructed along the northbound exit ramp at Smith Valley Road to avoid impacting the fire station."

Utilizing Alternative C3 would likewise avoid a direct impact to the District fire station. However, C3 will create response difficulties that will negatively impact emergency services to citizens in the area. The following negative impacts should be recognized:



- Access to Smith Valley Road directly from the fire station driveway would be eliminated.
- Alternative access to Smith Valley Road would only be possible via a long drive to Mullinix Road and then traveling north to Smith Valley Road, thus increasing all emergency response times from the existing fire station.
- Traffic control devices at Mullinix Road would further reduce response times.
- Limited line of sight while accessing Mullinix Road creates further safety challenges when dealing with increased traffic in the area.
- Access to existing roads, businesses, and residential neighborhoods will be reduced by I-69 therefore increasing travel distances to multiple areas and substantially increasing response times to those areas.

Response:

See response to Comment LG002-01.

LG002-04

Comment:

Alternative C4

Finally, in regard to Alternative C4, the DEIS notes the following concerning the District fire station:

"I-69 would be shifted slightly west of the existing SR 37 alignment. No retaining wall would be used at the interchange, so this alternative would impact the White River Township fire station at Smith Valley Road."

Alternative C4 would thus require relocation of the fire station. It is understood that relocation of the fire station is preferred by the District for long term public safety planning and the protection of life and property in the District. Due to the access changes caused by I-69, District residents and property would be better protected by relocating the fire station to a location which provides quick access to major north/south and east/west thoroughfares.

Response:

See response to Comment LG002-01.

LG002-05

Comment:

Summary

The National Fire Protection Association's (NFPA) Fire Protection Handbook, 20th edition, states as follows:

"Local conditions, regulatory orders, and national standards dictate the type and level of prevention and suppression/rescue provisions necessary and appropriate for a community. The time required for response and the number and types of emergency



responders and vehicles should match local needs and conform to legal and industry standard requirements."

NFPA Standard 1710: Organization and Deployment of Fire Suppression Operations by Career Fire Departments, 2016 edition further recommends "240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident." It further recommends "240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher level capability at an emergency medical incident."

Response:

See response to Comment LG002-01.

LG002-06

Comment:

The District fire station was originally located based on community needs with strong consideration given to the roadway access provided by SR 37. I-69 will significantly change the landscape of the community and will fundamentally change the way emergency services should be designed. Fire and EMS protection requires equal access to I-69 interchanges at Smith Valley Road and County Line Road in order to provide timely responses to the area of I-69 from Stones Crossing Road to County Line Road. The only effective means to provide this access is to relocate the District's fire station and headquarters. The District therefore concurs with the DEIS and supports INDOT's preferred alternative C4.

Feel free to contact me directly if you would like additional information. I look forward to hearing from you.

Response:

See response to Comment LG002-01.

LG003

**05/08/2017 E-mail
Julie Young, Town of Bargersville**

LG003-01

Comment:

Thank you for the opportunity to comment on the DEIS. Town of Bargersville representatives met with the project managers on several occasions and hopefully communication will continue as I-69 Section Six is further designed.

The conversion of State Road 37 to the limited access I-69 will result in the redistribution of traffic. With interchanges at SR 144 and Smith Valley Road, the current traffic on Whiteland Road, Waverly Road, Banta Road, Stones Crossing Road, and Olive Branch Road will be directed to SR 144 or Smith Valley Road for access to I-69. Currently visitors to Mallow Run Winery have direct access to SR 37 via Whiteland Road. The proposed I-69 route will result in these visitors utilizing the new interchange at SR 144, traveling east on CR 144, turning south on N CR 625 W, turning west on Whiteland Road to reach their destination. Visitors to Center Grove High School will utilize the interchange at SR 144 and



travel east on CR 144 to Morgantown Road before turning north to travel along Morgantown to reach their destination. These are two examples of destinations that will no longer have direct access to SR 37 and will direct additional traffic to the local road network as a result of I-69. I would ask that INDOT further analyze the connectivity to the existing road network; specifically understanding destinations and the impacts on travel patterns. Following the analysis, additional improvements may be identified and I would ask that INDOT consider these improvements part of the scope of the I-69 project.

The Town has shared projected growth and specific projects with INDOT project managers. Several new residential developments (Saddle Club, Saddle Club South, Morningside, Aberdeen) are planned or under construction along CR 144 east of future I-69. White River Commercial is moving forward at the southeast corner of CR 144 and SR 37. These developments will all increase traffic on CR 144 east of I-69.

I suggest INDOT consider widening and other improvements to CR 144, specifically the intersection of CR 144 and N 625 W.

Thank you for your consideration. Please contact me for further information.

Response:

Projected travel demand growth on CR 144 and other roads in the I-69 corridor has been incorporated into I-69 Section 6 travel demand forecasts. Population and employment growth forecasts in the I-69 corridor were developed with input and review from local planners and economic development professionals from all affected counties and towns. The tables in Chapter 5.6 of the FEIS show the projected growth of traffic volumes on major corridor facilities due to both the construction of I-69 and to other development that is expected even if I-69 is not constructed.

The project team solicited input from Morgan County in developing forecasts of land use and traffic. Morgan County officials participated in the land use panels that were held on September 29, 2015 and February 29, 2016. The focus on the meetings were to determine future growth areas within the I-69 Section 6 project area. Participants included representatives of the Morgan County Economic Development Corporation, the Morgan County Planning and Zoning Department, and the Mooresville Redevelopment Commission. Meeting summaries are provided in Appendix Y of the FEIS.

The redistribution of local traffic is considered in the review of local service roads and interchanges in a series of decision areas along the corridor, as described in Section 6.3.2 of the FEIS. Whiteland Road (used to access Mallory Run Winery) and Stones Crossing Road (used to access Center Grove High School) are located too close to SR 144 to allow an interchange at these locations. See Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6.

Section 6.3.2 of the FEIS also describes local road improvements included in the I-69 Section 6 project. These include linkages to the local roadway network and/or grade separations at I-69 to maintain access and mobility for surrounding properties. Outside the project area of I-69, INDOT will continue discussions regarding access with local officials, but it remains the responsibility of local jurisdictions to provide adequate local



roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

Regarding Mallow Run Winery, winery representatives noted in an August 26, 2015, meeting with INDOT that I-69 will not negatively affect Mallow Run Winery as long as an interchange is provided at SR144. Representatives noted that additional signage along the interstate would be investigated to inform people of the winery’s location. Similar signage would be appropriate for Center Grove schools. Mallow Run Winery noted in a subsequent May 5, 2017 email that they were concerned about trucks using “shortcuts” on various local roads that may not have adequate conditions. The redistribution of local traffic was considered in the review of local service roads and options do exist for the safe travel to Mallow Road Winery via the new SR144 interchange.

Due to the narrow road width of CR 625 W and the possibility of pavement damage, Johnson County may wish to require delivery trucks to use CR 144 and Whiteland Road rather than using CR 625 W. These roads are better designed to accommodate trucks. Truck restrictions and enforcement (as well as traffic regulations in general) are the responsibility of local jurisdictions. Route finding signage for Mallow Run Winery might also be used to encourage this path by all visitors to the winery.

LG004 **05/08/2017 E-mail**
Lucas Mastin, Johnson County Highway Department

LG004-01 **Comment:**

After review of the I-69 Section 6 Draft Environmental Impact Statement, I would like to offer the following comments for consideration.

Whiteland Road/Banta Road Area

Whiteland Road currently provides direct east-west access from SR 37 to I-65, crossing CR 144, SR 135, and US 31 along the way. In the proposed DEIS, direct access to I-69 from Whiteland Road will be eliminated. Ideally, an interchange should be constructed at Whiteland Road. However, if this is not possible, an overpass should be constructed on either Banta Road or Whiteland Road to provide access across the interstate in this area. Terminating both Banta Road and Whiteland at the interstate will increase traffic utilizing rural north-south county roads in the area, which are not constructed to handle these increases. In either case, Huggin Hollow Road should be continued south from SR 144 to increase connectivity to a Banta Road or Whiteland Road overpass.

Bluff Road and Smith Valley Road

Elimination of direct access to I-69 from Fairview Road is proposed in the DEIS. North of Fairview Road, Bluff Road provided an existing nearby access road to reach the County Line Road interchange. However, Bluff Road south of Fairview Road passes through the Wakefield residential neighborhood before reaching Smith Valley Road at the Paddock Road intersection. Directing additional traffic through a residential neighborhood is a serious safety concern and should be avoided if possible. Bluff Road should be extended south along the east side of I-69 to Smith Valley Road. Crossing Honey Creek on this



alignment may be difficult, but the DEIS proposes shifting I-69 slightly west from the existing SR 37 alignment, possibly allowing a bridge to be constructed west of the creek intersection.

Significant Traffic Volume Increases for Smith Valley, Mullinix, and Morgantown Roads.

When access to I-69 is limited at several locations in Johnson County, we are going to see significant traffic pattern changes. Mullinix and Morgantown Roads will see additional traffic trying to access I-69 from County Line, Smith Valley, and CR 144, with Mullinix being the closest road to the east of the interstate and Morgantown being the closest road that provides access to all three interchange locations. Additionally, Smith Valley Road will receive the bulk of east-west traffic currently accessing SR 37 from Fairview Road and Olive Branch Road. Improvements to all of these roads should be considered as a part of this project, as Johnson County will not have the funding to make necessary improvements due to the traffic pattern changes brought about by the new interstate.

Response:

Regarding an interchange at Whiteland Road in close proximity to the interchange at SR 144, see Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6. A Whiteland Road interchange would be located less than two miles from SR 144, and FHWA interchange spacing guidelines call for at least three miles between interchanges in rural areas.

It is recognized that the limited access requirements of interstate highways result in longer trips for some local travel, in this case for some motorists who currently use Whiteland Road or Banta Road to access existing SR 37. Alternate routes from the area south of Whiteland Road are provided by the link from Whiteland Road to Waverly Road, then Old SR 37 to SR 144, or Whiteland Road to CR 625 to CR 144. These routes are roughly 2 miles longer from the Whiteland Road/Banta Road intersection to the SR 144 interchange than the route suggested in the comment. Loss in travel time with these diversions will be offset to a large degree by travel time savings on I-69.

The Huggin Hollow Road connection has been realigned in the Refined Preferred Alternative to intersect with Old SR 37 just south of the SR 144 interchange.

Extension of Bluff Road south was considered, but it was not pursued due to the required relocations, stream impacts at Messersmith Creek, and utilities in the area, with minimal potential benefit to the overall local roadway system.

Regarding INDOT participation in local road upgrades, see response to comment LG003-01.

LG004-02

Comment:

Context-Sensitive Design

I-69 will serve as a gateway for Johnson County and the White River Township community. As design of the project moves forward, Johnson County would like to see reasonable, aesthetically pleasing improvements made to the corridor and infrastructure. To that end,



the County asks to be included when details for signage, bridges, landscaping, and other amenities are considered.

Response:

As the project continues into design, INDOT will consult and confer with local governments regarding project elements such as signage, bridge design and landscaping.

LG005 **05/15/2017 Letter**
Norman Voyles, Morgan County Commissioners

LG005-01 **Comment:**

On May 4, 2017, the Morgan County Commissioners hosted a forum where local officials reviewed and discussed the impacts to Morgan County that were described in the DEIS released for Section 6 of the I-69 project. The following representatives were in attendance:

Norman Voyles Morgan County Commissioner

Ryan Goodwin Morgan County Commissioner

Brian Goss Morgan County Commissioner

Larry Smith Morgan County Engineer

Terry Brock Morgan County Surveyor

Mike Dellinger Morgan County Economic Development Director

Kenny Hale Morgan County Director of Planning and Zoning

Robert Downey Morgan County Sherriff

Donnie Warren Morgan County EMA Director

Daniel Elliott Morgan County Council/RDC President

The following comments are referenced to the map exhibits included in the DEIS. The comments refer to map number and comment number marked on each sheet. We have also provided some overlays on the published maps to clarify our comments. Copies of the maps are included herewith.⁴

Comment 1-1: Previous coordination with the I-69 team had a new connector road between Old SR 37 and Jordan Road which would provide access to parcels between Indian Creek and I-69. This area includes farmland and business acreage totaling about 97 acres. It appears that this connection has been eliminated. Is it the intent of the project to acquire all of the landlocked parcels or will access to this area be provided with a connection to an existing route?

Response:

⁴ Maps provided with this set of comments are provided at the end of this comment and response section. Where locations are not apparent in individual comments, location information is provided in the text using brackets.



The Refined Preferred Alternative provides that the referenced parcels will be landlocked and acquired.

LG005-02 Comment:

Comment 1-2 [Ohio Street interchange area]: The published exhibits show the acquisition of the parcel where Walgreens currently exists. Morgan County and Martinsville are very concerned about the loss of a critical pharmacy and the economic impacts due to the loss of this business. This area is a significant redevelopment opportunity for Martinsville and Morgan County and lies within a designated TIF area. Morgan County prefers an alternative that would preserve this parcel.

Response:

See response to comment LG001-01 regarding avoidance of impacts to Walgreens.

LG005-03 Comment:

Comment 1-3 [Ohio Street interchange area]: The County and City of Martinsville prefer an interchange that provides less impact to the surrounding area. The roundabout interchange shown in earlier coordination would be preferred over the interchange shown in the DEIS.

Response:

Alternative C1 (including the roundabout interchange cited in this comment) would have less impact to adjacent development at the Ohio Street interchange than the Refined Preferred Alternative because Alternative C1 would have elevated the I-69 mainline above the existing street network. It would use retaining walls to limit impacts. This alternative was eliminated from consideration through Martinsville because the walls of the elevated mainline were unacceptable to local stakeholders. Roundabouts at the interchange ramp terminals of the Refined Preferred Alternative (with Ohio Street elevated over I-69) would not reduce impacts to adjacent property.

See response to comment LG001-01 regarding reduced impact on Walgreens on the west side of I-69 at the Ohio Street interchange area.

LG005-04 Comment:

Comment 1-4: The County is concerned about the significant numbers of businesses scheduled for acquisition along Commercial Boulevard east of I-69. These businesses lie within an active TIF District. The loss of the businesses will result in significant economic impacts.

Response:

Construction of the northbound entrance ramp for the Ohio Street interchange requires relocation of Commercial Boulevard and impacts business along this street.

See response to comment LG005-02 regarding Tax Increment Financing (TIF) districts.



LG005-05 **Comment:**

Comment 1-5 [New connector from Mahalasville Road, approximately 760 feet east of Schwab Drive, due north to intersect with the Commercial Drive extension near Grand Valley Boulevard in Martinsville]: An alternative to the proposed frontage road should be considered to avoid the acquisition of businesses discussed in Comment 1-4. If Mahalasville Road were improved and a new connector road was constructed as depicted in the attached exhibits, impacts to local business could be reduced. This new access road would accomplish the goal of reducing impacts to businesses and would help spur economic growth by providing better access to undeveloped areas.

Response:

In adjusting Alternative C4 to create the Refined Preferred Alternative, several modifications were made to the planned local roadway system near the Ohio Street interchange to minimize the relocation of businesses. One modification is the provision of an alternate route to access the Grand Valley Shopping Center and Walmart, similar to the route described in this comment. It will extend Mahalasville Road east approximately 2,400 feet (rather than 760 feet as suggested), then turn north to intersect Grand Valley Boulevard at the Walmart entrance. This route impacts fewer homes and provides a more direct connection to Walmart.

LG005-06 **Comment:**

Comment 1-6 [East end of subdivision centered on Elm Street east of SR 37 in Martinsville]: Hilldale Cemetery Legal Drain is a regulated open drain located within the area. Proposed impacts to the area need to consider how the legal drain will be affected.

Response:

Drainage details will be developed in the next phase as a part of project design. INDOT will assure that drainage for any new or improved road sections constructed for this project meets current design standards. INDOT may not be able to correct existing problems on adjacent local roads, but the project design will not make them worse.

LG005-07 **Comment:**

Comment 1-7 [South of Grand Valley Boulevard in Martinsville]: There are several undeveloped areas which are suitable for growth as residential development. The facilities and access to the area should take into account this potential for future growth.

Response:

See response to comment LG003-01 regarding participation of Morgan County officials in land use panels to allocate future Morgan County growth for I-69 Section 6 traffic forecasting.

LG005-08 **Comment:**



Comment 1-8 [North of Hospital Drive and east of Old SR 37 in Martinsville]: Sartor Legal Drain is a regulated open drain located within the area. The legal drain conveys water from the west side of I-69 to the east and services a large area. Proposed impacts to the area need to consider how the legal drain will be affected.

Response:

The Refined Preferred Alternative includes proposed ditch realignment to maintain flow on the east side of I-69 in this area. See response to comment LG005-06 regarding drainage improvements within the project area.

LG005-09

Comment:

Comment 2-1: The DEIS shows the extension of Grand Valley Boulevard to Cramertown Loop. This intersection with Cramertown loop will require improvement, roundabout or otherwise, to handle the anticipated substantial increase in traffic once the extension is completed. It will become the main entrance to Walmart for both trucks and passenger cars.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development. These traffic forecasts indicate that a traffic signal may be warranted at this intersection. A formal warrant analysis would be conducted during project design to determine whether the requirements of the Indiana Manual on Uniform traffic Control Devices have been met. These requirements must be met for a traffic signal to be installed.

LG005-10

Comment:

Comment 2-2: There is a planned Senior Living Center along the Grand Valley Boulevard extension. The additional traffic impacts due to change in access to the area need to be considered.

Response:

INDOT has met with the owners of the Senior Living Center and is aware of their plans to relocate near Grand Valley Boulevard. Regarding traffic impacts of future development, see response to comment LG003-01. Coordination occurred with local officials in the development of traffic forecasts used to develop the Refined Preferred Alternative. In addition, land use panels were utilized during the development of the DEIS to identify projected growth within the study area.

LG005-11

Comment:

Comment 2-3: The southwest corner of Grand Valley and Cramertown Loop is expected to have a mixed-use development constructed. The additional traffic impacts due to change in access to the area need to be considered.

Response:



See response to comment LG003-01 regarding traffic forecasts and consideration of future development. These traffic forecasts indicate that stop control may be warranted at this intersection. A formal warrant analysis would be conducted during project design to determine whether the requirements of the Indiana Manual on Uniform traffic Control Devices have been met. These requirements must be met for stop signs to be installed.

LG005-12 Comment:

Comment 2-4: The existing Cramertown Loop is not sufficient to handle the anticipated truck volumes that are expected due to Grand Valley Boulevard being the primary access to the commercial development in the area. The roadway needs to be upgraded to current standards for the anticipated traffic volumes expected.

Response:

See response to comment LG003-01 regarding the development of local traffic forecasts, linkages with local roadways, and continuing coordination with local agencies responsible for improvements to roadways such as Cramertown Loop, located outside the corridor.

LG005-13 Comment:

Comment 2-5: It is anticipated that SR 252 and SR 44 will attract additional truck traffic. Therefore, the additional traffic impacts due to change in access to the area need to be considered.

Response:

Based on traffic forecasts developed for the I-69 Section 6 project, truck traffic growth on SR 44 is expected to be similar with or without the construction of I-69 Section 6. Truck traffic growth on SR 252 is expected to be greater if I-69 Section 6 is constructed, although total traffic growth is expected to be similar with or without I-69 Section 6. INDOT will design the facilities constructed with this project to accommodate the expected truck volumes and sizes.

LG005-14 Comment:

Comment 2-6: The intersection at SR 252 and Cramertown Loop needs to be studied to confirm the intersection type is appropriate for the volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or signalized intersection is likely warranted to handle the anticipated volumes.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development. These traffic forecasts indicate that a traffic signal may be warranted at this intersection. See response to comment LG005-09 regarding warrant studies required for potential installation of traffic signals.

LG005-15 Comment:



Comment 3-1: Foxcliff Subdivision has approximately 800 homes. Their primary access to the current SR 37 is via Old SR 37. Once the I-69 corridor is complete, their primary access is via the Henderson Ford Road Interchange. Emergency services for residences will be impacted by the project and should be considered in the design of the project.

Residences:

Several discussions have been held with the Washington Township Fire Department personnel regarding access to areas in the vicinity of Foxcliff Subdivision. Consistent with those discussions, access from the south will be provided from the SR 44 interchange via Reuben Drive and Kristi Road, which links directly with Old SR 37. Access from the north will be provided from the Henderson Ford Road interchange via Egbert Road, which will pass over I-69 and link with Old SR 37. These features are described for Decision areas 2-4 and 3-2 in Sections 6.3.2.2 and 6.3.2.3 of the FEIS, respectively.

LG005-16 Comment:

Comment 3-2 [West of Old SR 37, south of Maple Turn Road]: This area is expected to have residential development. The additional traffic impacts due to change in access to the area need to be considered.

Response:

See response to comment LG003-01 regarding participation of Morgan County officials in land use panels to allocate future Morgan County growth for I-69 Section 6 traffic forecasting.

LG005-17 Comment:

Comment 3-3 [East of Old SR 37, north of Myra Lane]: This area is zoned for commercial use. The additional traffic impacts due to change in access to the area need to be considered.

Response:

See response to comment LG003-01 regarding participation of Morgan County officials in land use panels to allocate future Morgan County growth for I-69 Section 6 traffic forecasting.

LG005-18 Comment:

Comment 3-4 [West of SR 37 between Egbert Road and Henderson Ford Road]: Access to this parcel will need to be accommodated for farming operations and service and maintenance of the cell tower facilities.

Response:

Access to the farm fields would be maintained from adjacent local roads. Acquisition of the residential parcel is anticipated where the cell tower and billboard are located unless the owner can make arrangements for access through adjacent parcels. Business and residential relocation costs would be addressed by INDOT, as described below.



INDOT relocation policies comply with FHWA's *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* ("Uniform Act" – Public Law 91-646), as amended in 1987. These policies ensure that individuals and entities who must be relocated and/or sell property for highway right of way are fairly compensated. Properties are appraised using fair market value at the time of the appraisal inspection. A relocation agent will be assigned to this project in advance of acquisition to ascertain the needs and desires of potentially displaced persons to provide information, answer questions, and give help in finding replacement property. In addition to payments to property owners, any rental tenants whose residences are acquired are provided with relocation assistance.

For further information, consult FHWA's brochures on acquisition and relocation for transportation projects. Both are available on the INDOT web site at <http://www.in.gov/indot/2698.htm>.

LG005-19 Comment:

Comment 3-5 [Egbert Road from SR 37 to Centennial Road]: This stretch of Egbert Road is not sufficient to carry the anticipated increased traffic due to the elimination of access points to I-69.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area.

LG005-20 Comment:

Comment 3-6: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the Henderson Ford Road Interchange.

Response:

See response to comment LG003-01 regarding anticipated development in Morgan County. For general response regarding impacts to TIF districts, refer to response to comment LG005-02.

LG005-21 Comment:

Comment 3-7 [1000 feet north of Egbert Road between SR 37 and Stotts Creek]: The intersection at Henderson Ford Road extension (Centennial Road) and Egbert Road needs to be studied to confirm that the intersection type is appropriate for the volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development. These traffic forecasts indicate that stop control may be warranted



at this intersection. See response to comment LG005-11 regarding the need for a warrant analysis during design.

LG005-22 **Comment:**

Comment 3-8: Due to the distance between the SR 252/SR 44 Interchange and the Henderson Ford Road Interchange, emergency access will be limited from I-69 to the community in the area. The proposed design for I-69 should consider providing intermediate access points to assist in maintaining a suitable level of service for emergency response. The rural areas of the project do not have fire hydrants along the corridor. Access to water for emergency response should be considered in the design along the entire I-69 route.

Response:

It is FHWA's policy that special use interchanges are not desirable, and it takes compelling evidence to provide special access. In this case, the interchange spacing along I-69 in northern Morgan County is typical of rural interchange spacing throughout Indiana. Accordingly, there are no plans to provide a special use interchange for emergency vehicles on I-69 Section 6.

Meetings were held with emergency responders throughout the corridor to discuss emergency access needs. These meetings and identified local needs are described in Section 5.3.5 of the FEIS. See response to comment LG005-15 regarding coordination with the Washington Township Fire Department and design features included in the I-69 Section 6 project to address emergency response needs in the area between the SR 44 and Henderson Ford Road interchanges.

LG005-23 **Comment:**

Comment 4-1 [West of SR 37 to White River between Cragen Road and Perry Road]: A new quarry has recently commenced operations and is expected to expand into the area shown. Due to limited access to I-69, the new quarry will likely utilize Old SR 37 through Waverly increasing congestion and more truck/passenger car interaction as is the current conditions. The expected heavy truck traffic should be considered during the design of the new facility, including roadways, bridges, and intersections.

Response:

This comment refers to the JW Jones Gravel operations. This location was identified in the DEIS (Section 5.15.3 and Figure 5.15-6) and considered in traffic forecasts. See response to comment LG003-01 regarding the development of local traffic forecasts, linkages with local roadways, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 corridor.

LG005-24 **Comment:**

Comment 4-2: The County has plans to construct a greenway along the White River. Land and easements have already been acquired. The scope of this new facility should be



considered during the design to ensure the community can safely and easily access the greenway.

Response:

This greenway is discussed in Section 5.3.5 of the FEIS. INDOT will ensure access to the greenway is maintained. In some cases, access may be less direct than at present.

LG005-25

Comment:

Comment 4-3 [Old SR 37 between Perry Road and CR 144]: The traffic volumes along Old SR 37 are expected to increase due to changes in access to I-69 and the proposed developments. This includes the increase in truck traffic from Comment 4-1. The increased traffic volumes should be considered during the design of the new facility, including roadways, bridges, and intersections.

Response:

See response to comment LG003-01 regarding the development of local traffic forecasts, linkages with local roadways, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 corridor.

LG005-26

Comment:

Comment 4-4 [West of SR 37 south of Tunnel Road]: Miles Furniture is a strong business within the community that draws customers from both Morgan and Johnson Counties. Access to this business will be severely impacted due to the changes proposed in the local road network. Coordination with this business should happen early in the process to determine the best routes to access the business without jeopardizing this important local establishment.

Response:

Comment noted. Access to Miles Furniture will continue to be provided via Old SR 37.

LG005-27

Comment:

Comment 4-5: Due to the distance between the Henderson Ford Road Interchange and the SR 144 Interchange, emergency access will be limited from I-69 to the community in the area. The proposed design for I-69 should consider providing intermediate access points to assist in maintaining a suitable level of service for emergency response.

Response:

Several discussions have been held with with Washington Township Fire Department personnel regarding access to areas along I-69. Emergency response was a consideration in providing a new local service road on the east side of I-69 from Henderson Ford Road to New Harmony Road, an overpass at Perry Road, and an overpass at Waverly Road. The evaluation and recommendations related to these features are described in the discussion of Subsection 4 of the I-69 corridor in Section 6.3.2.4 of the FEIS. See response to comment LG005-22 regarding the installation of special use interchanges.



LG005-28 Comment:

The limits of the I-69 Corridor represented on Map #5 [East and west of SR 37, generally between Waverly Road and Huggin Hollow Road] is located in an economic development area identified by Morgan County. The County has established TIF districts and has been working to secure economic development opportunities. The County has invested significant local dollars to promote the area. Some of the investments include:

- Morgan County Wastewater Treatment Plant site was purchased by the Morgan County Redevelopment Commission In 2014 for \$1.5M. No outstanding debt remains on site.
- Phase 1- 30,000 GPO treatment plant expandable to 75,000 GPO+ is under design and scheduled for construction bidding in June 2018. Total cost of the project is \$1.5M financed by the Morgan County Redevelopment Commission thru the use of TIF Bonds
- Phase 2 - Sewer Collection System and Lift Station project for Waverly and future commercial development will be under design starting June 2017 and scheduled for construction bidding in October 2018. Total cost of the project is \$2.8M financed by the Morgan county Redevelopment Commission thru the use of TIF Bonds.

Response:

This information is noted and appreciated. Please provide additional information as it becomes available, particularly with respect to the wastewater treatment plant and sanitary facilities.

LG005-29 Comment:

Comment 5-1: The intersection at Old SR 37 and Big Bend Road needs to be studied to confirm that the Intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Response:

The previously proposed overpass at Big Bend Road has been eliminated in the Refined Preferred Alternative, so the previously anticipated traffic increase on Big Bend Road will not occur. See Chapter 6.4.1.4 for more information about the removal of the Big Bend Road Road overpass and the associated travel patterns.

LG005-30 Comment:

Comment 5-2 [East and west of SR 37 north of Big Bend Road]: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.

Response:



See responses to comments LG005-02 regarding impacts to TIF districts and LG003-01 regarding local input to future development patterns.

LG005-31 Comment:

Comment 5-3: The County has plans to construct a greenway along the river. Land and easements have already been acquired. The scope of this new facility should be considered during the design to ensure the community can safely and easily access the greenway.

Response:

See response to comment LG005-24 regarding greenways.

LG005-32 Comment:

Comment 5-4: The County prefers that an interchange be constructed at Whiteland Road. An interchange at this location would stimulate economic growth, provide better access to the residents of Waverly, and would eliminate the need for a significant network of frontage roads needed to service this growth area. The County is investing significantly in this area by constructing a new wastewater treatment plant which will promote and sustain economic opportunities.

If an interchange is not possible at this time, an overpass that considers the future construction of an interchange is desired by the County. Whiteland Road will be a major east-west connector that will service the economic growth area. A crossing at this location provides more benefit to the community than an overpass at Waverly Road.

In either case, a connection from Waverly Road to Whiteland Road, via a frontage road, must be maintained to provide access from east of the I-69 corridor to the west of the corridor.

Response:

FHWA guidelines provide for a minimum of 3 miles spacing between interstate highway interchanges in rural areas, and 1 mile in urban areas. These guidelines maximize the cost-effective use of capital funds, as well as provide for safe traffic operations in urban areas. There is no compelling reason to consider a rural interchange approximately 1½ miles from the SR 144 interchange.

As the FEIS describes (Section 6.3.2.4), the analysis of Decision Area 4-4 identified Waverly Road as the location for a grade separation in this area. It was identified by emergency providers as best supporting routes within their service areas. It was preferred by the public and stakeholders at public meetings. It also avoids the need to relocate an electric transmission tower.

A local service road will be provided from Waverly Road to Whiteland Road to provide access from east of the I-69 corridor to the west of the corridor.

LG005-33 Comment:



Comment 5-5 [Extension of Wetzel Trace between Waverly Road and Old SR 37]: The County has identified this potential roadway corridor to provide improved access to the TIF district and redevelopment area. This new roadway would provide direct access to I-69 if an interchange were provided at Whiteland Road. This new connection would also allow for the heavy truck volumes generated by the quarries in the area to access I-69 at an interchange which will in turn, lower traffic demands at the intersection of Old SR 37 with SR 144.

Response:

See response to comment LG005-02 regarding TIF districts, and response to comment LG003-01 regarding continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area.

LG005-34

Comment:

Comment 5-6: The intersection at Whiteland Road and Waverly Road needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development. These traffic forecasts indicate that stop control may be warranted at both the existing Whiteland Road/Waverly Road intersection and the new intersection of these roadways east of I-69. See response to comment LG005-11 regarding the need for a warrant analysis during design.

LG005-35

Comment:

Comment 5-7: The County prefers the interchange or overpass at Whiteland Road in lieu of the overpass for Waverly Road. The traffic flow, anticipated volumes, and redevelopment plans for the area reduces the need for an overpass at Waverly Road and gives precedence to an interchange/overpass at Whiteland Road.

Response:

See response to comment LG005-32 regarding the Waverly Road overpass.

LG005-36

Comment:

Comment 5-8: The bridge that carries Old SR 37 over Mackenzie Creek is posted for load and is insufficient to carry the expected loads and traffic volumes for Old SR 37. This structure will need to be replaced prior to the I-69 corridor.

Response:

See response to comment LG003-01 regarding continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area.



LG005-37

Comment:

Comment 5-9 [West of Old SR 37 to White River, from Whetzel Street in Waverly south approximately 1.5 miles]: The existing quarry generates a substantial volume of trucks. Due to limited access to I-69 the quarry will utilize Old SR 37 through Waverly increasing congestion and more truck/passenger car interaction as is the current conditions. The expected heavy truck traffic should be considered during the design of the new facility, including roadways, bridges, and intersections.

Response:

This location is identified as an active industrial mineral site in Figure 5.15-1 of the FEIS. Given its distance from the I-69 Section 6 project area, the response to comment LG003-01 regarding local roadway improvements applies.

LG005-38

Comment:

Comment 5-10: Mooresville Consolidated School Corporation services the area around Waverly. Changes in access crossing the I-69 corridor will significantly impact bus routes and schedules. The design of access in this area should consider impacts to the school system.

Response:

Coordination meetings have been held with Mooresville Consolidated School Corporation to discuss the bus route and schedule changes associated with I-69 Section 6. Impacts to the school system have been considered in the location of interchanges, grade separations, and local roadway linkages.

LG005-39

Comment:

Comment 5-11: Waverly Fire Station and Elementary School are located along Waverly Road. Access for school buses and emergency responders should be considered in the design of facilities in this area.

Response:

Coordination meetings have been held with Mooresville Consolidated School Corporation and emergency responders using Waverly Road. Their input was considered in the development of the Refined Preferred Alternative.

LG005-40

Comment:

Comment 5-12 [East of SR 37 between Whitestown Road and Banta Road]: A cell tower is located on this parcel. Access will need to be maintained.

Response:

Access details for the cell tower will be evaluated during project design. If access to the cell tower cannot be provided at the existing location, the tower will be relocated.

LG005-41

Comment:



Comment 5-13 [East side of White River, north side of Waverly Road]: A County Park is located at this location. Access to the park should be considered in the design of the I-69 project.

Response:

Access to this park will continue to be provided by Old SR 37. The park is located approximately one mile from the project area.

LG005-42 Comment:

Comment 5-14 [Old SR 37 east of Waverly Road]: Heavy truck traffic is expected on Old SR 37 due to the quarries that will be forced to use this route due to elimination of access points to I-69. The existing facility is not sufficient to handle the expected volumes. Furthermore, the passenger vehicle/truck traffic interaction will create an undesirable condition. Improvements to Old SR 37 should be evaluated, if an interchange at Whiteland Road is not provided at this time, as part of the project to mitigate this undesirable condition.

Response:

See response to comment LG003-01 regarding continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area, and response to comment LG005-32 regarding a Whiteland Road interchange.

LG005-43 Comment:

Comment 5-15: A select historic bridge is located on Old SR 37 over Bluff Creek. This structure is not sufficient in the long-term to carry the expected truck volumes on Old SR 37 and will likely need to be posted for load restriction in the future. Replacement of this structure will be difficult due to the historic identification. Changes in access to I-69 have made this structure critical since it is the only route for the community around Waverly to access I-69. Emergency access would be severely impacted if it were posted for load or closed. An interchange at Whiteland Road would reduce the critical dependency on this structure.

Response:

See response to comment LG003-01 regarding continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area, and response to comment LG005-32 regarding a Whiteland Road interchange.

LG005-44 Comment:

Comment 5-16 [East of SR 37 and west of Burton Road, north of Whiteland Road]: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.



Response:

See response to comment LG005-02 regarding TIF districts, and response to comment LG003-01 regarding land use panels and Morgan County input regarding anticipated economic development.

LG005-45

Comment:

Comment 5-17 [Along west side of SR 37, from SR 144 south approximately 1.2 miles]: A frontage road needs to be constructed along the I-69 R/W Corridor to provide access to the TIF district and economic development areas. The County is investing significant local dollars to promote economic development in the area. The lack of access to this area will negatively impact the viability of the area for economic development. This frontage road would not be needed if an interchange were provided at Whiteland Road.

Response:

See response to comment LG005-02 regarding TIF districts, response to comment LG003-01 regarding anticipated economic development in Morgan County, and response to comment LG005-32 regarding a Whiteland Road interchange.

LG005-46

Comment:

Comment 5-18: The residential development opportunities at the intersection of Whiteland Road and Banta Road will increase as a result of the planned I-69 corridor. The additional traffic impacts due to change in access to existing routes needs to be considered.

Response:

Refer to response to comment LG003-01 regarding future development, traffic forecasts, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area.

LG005-47

Comment:

Comment 5-19: The intersection of Whiteland Road and Banta Road needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Response:

Refer to response to comment LG003-01 regarding future development, traffic forecasts, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 project area.

LG005-48

Comment:



Comment 5-20 [West of SR 37 for approximately 1/3 mile, from CR 144 south approximately 1.2 miles]: This area is planned to be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.

Response:

Refer to response to comment LG003-01 regarding forecasting for economic development, and comment LG005-02 regarding TIF districts.

LG005-49 Comment:

Comment 5-21: Heavy truck traffic is expected on Old SR 37 due to the quarries that will be forced to use this route due to elimination of access points to I-69. The intersection at Old SR 37 and SR 144 needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or signal controlled intersection is likely warranted to handle the anticipated volumes.

Response:

See response to comment LG003-01 regarding traffic forecasts and consideration of future development. Traffic signal control may be appropriate at this intersection. See response to comment LG005-09 regarding warrant studies required for potential installation of traffic signals.

LG005-50 Comment:

Comment 5-22: No direct access is being provided to the County's TIF and Economic Development area east of the I-69 Corridor. A frontage road that follows Banta Road from the intersection of Whiteland Road to the termination point shown in the DEIS maps then extending on a new terrain alignment to SR 144 would be required to provide direct access to the area. Without this direct connection, it is likely that the opportunity for economic growth will be severely impacted. This frontage road would not be needed if an interchange were provided at Whiteland Road.

Response:

See response to comment LG003-01 regarding the development of local traffic forecasts, linkages with local roadways, and continuing coordination with local agencies responsible for improvements to roadways located outside the I-69 corridor. Refer to response to comment LG005-02 regarding TIF districts and comment LG005-32 regarding a Whitestown Road interchange.

**LG006 05/15/2017 Letter
Shannon Kohl, Mayor of Martinsville**

LG006-01 Comment:



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

As Mayor of the City of Martinsville, I support Industrial Blvd. or James Baldwin Dr. and Robert Curry Dr. being available for the frontage road. I respectfully request using these roads, this will help with traffic control. Utilizing the existing roads would save the acquisition of up to 5 properties and the overhead and labor needed to build a brand-new road.

Response:

In adjusting Alternative C4 to create the Refined Preferred Alternative, several modifications were made to the planned local roadway system near the Ohio Street interchange. These modifications were made as a result of public comment and further refinement of reducing impacts. As a result, a new local service road is no longer planned in the vicinity of the Ford dealership. Instead, a local service road from Ohio Street will connect with James Baldwin Drive, which will be used with existing Robert Curry Drive to access businesses in the area, as suggested in this comment.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES
Section 6—Final Environmental Impact Statement

MAPS PROVIDED WITH COMMENT LG005

From

NORMAN VOYLES, MORGAN COUNTY COMMISSIONERS

05/15/2017



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

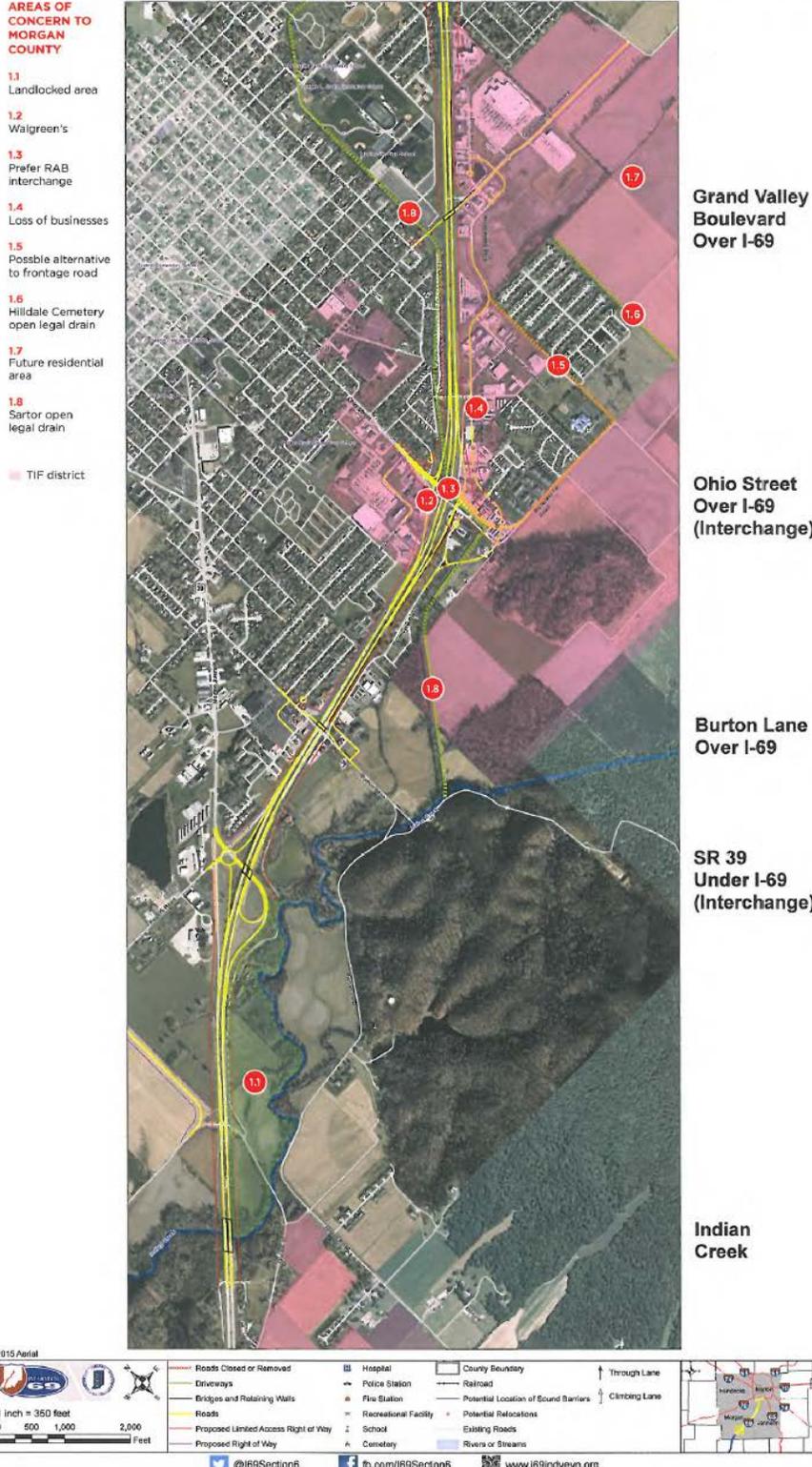
Section 6—Final Environmental Impact Statement

I-69 Section 6

Indian Creek to Grand Valley Boulevard
Morgan County

#1

Preferred Alternative C4



I-69 Section 6 Grand Valley Boulevard to Country Club Road Morgan County

#2

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 2.1** Grand Valley Blvd. Extension
- 2.2** Future Senior Living Center
- 2.3** Future mixed-use development
- 2.4** Road Improvements needed to handle heavy traffic
- 2.5** Heavy semi-truck traffic areas
- 2.6** Improved Interchange needed

■ TIF district



**Country Club Road
(Access via Old SR 37)**

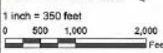
**Teeters Road
Over I-69**

**Morgan Street
(Access via Old SR 37)**

**SR 44
Over I-69
(Interchange)**

**SR 252
Under I-69
(Interchange)**

**Grand Valley Boulevard
Over I-69**

<p>2015 Aerial</p> 	<table border="0" style="width: 100%;"> <tr> <td>— Roads Closed or Removed</td> <td>⊠ Hospital</td> <td>▭ County Boundary</td> <td>↑ Through Lane</td> </tr> <tr> <td>— Driveways</td> <td>⚡ Police Station</td> <td>— Railroad</td> <td>↕ Climbing Lane</td> </tr> <tr> <td>— Bridges and Retaining Walls</td> <td>⚡ Fire Station</td> <td>— Potential Location of Sound Barriers</td> <td></td> </tr> <tr> <td>— Roads</td> <td>⚡ Recreational Facility</td> <td>— Potential Relocations</td> <td></td> </tr> <tr> <td>— Proposed Limited Access Right of Way</td> <td>⚡ School</td> <td>— Existing Roads</td> <td></td> </tr> <tr> <td>— Proposed Right of Way</td> <td>⚡ Cemetery</td> <td>— Rivers or Streams</td> <td></td> </tr> </table>	— Roads Closed or Removed	⊠ Hospital	▭ County Boundary	↑ Through Lane	— Driveways	⚡ Police Station	— Railroad	↕ Climbing Lane	— Bridges and Retaining Walls	⚡ Fire Station	— Potential Location of Sound Barriers		— Roads	⚡ Recreational Facility	— Potential Relocations		— Proposed Limited Access Right of Way	⚡ School	— Existing Roads		— Proposed Right of Way	⚡ Cemetery	— Rivers or Streams		
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I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

I-69 Section 6

Country Club Road to Ennis Road
Morgan County

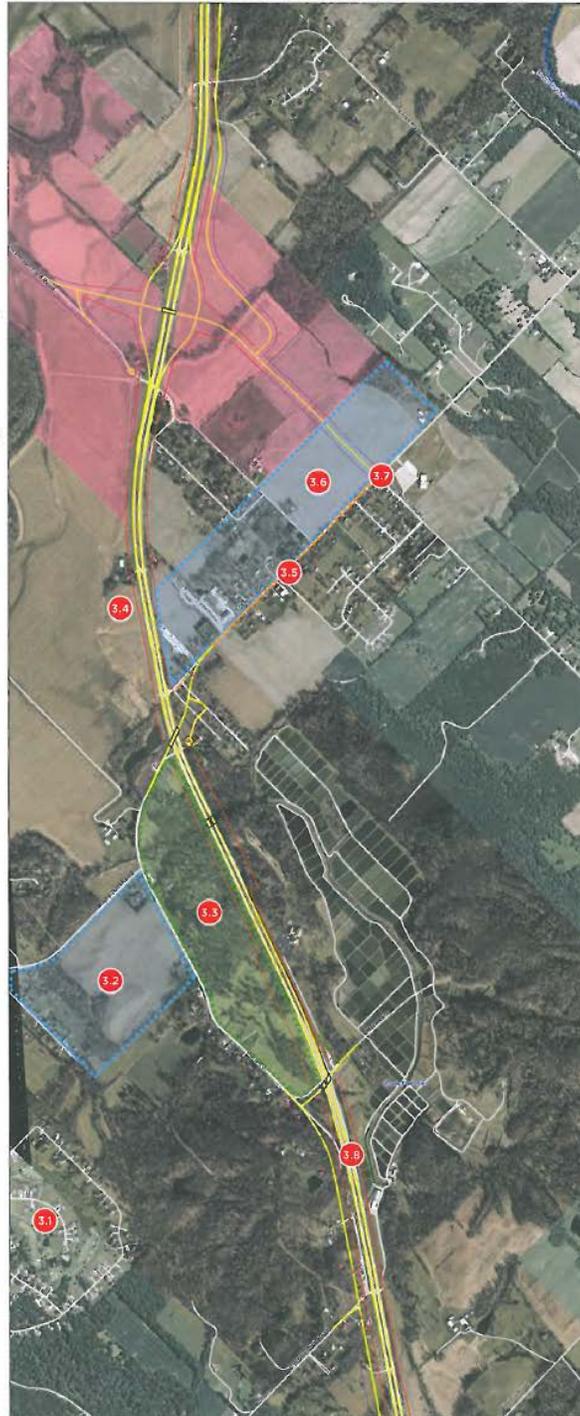
#3

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 3.1 Foxcliff subdivision
- 3.2 Future residential development
- 3.3 Commercial development area
- 3.4 Cell tower access
- 3.5 Road improvements needed to handle heavy traffic
- 3.6 Future TIF district
- 3.7 Improved intersection needed to handle heavy traffic
- 3.8 Emergency access

TIF district



Ennis Road
(Access
via New
Harmony
Road
Extension)

Henderson
Ford Road
Over I-69
(Interchange)

Egbert Road
Over I-69

Myra Lane
Under I-69

Country
Club Road
(Access via
Old SR 37)

2015 Aerial



1 inch = 350 feet
0 500 1,000 2,000 Feet

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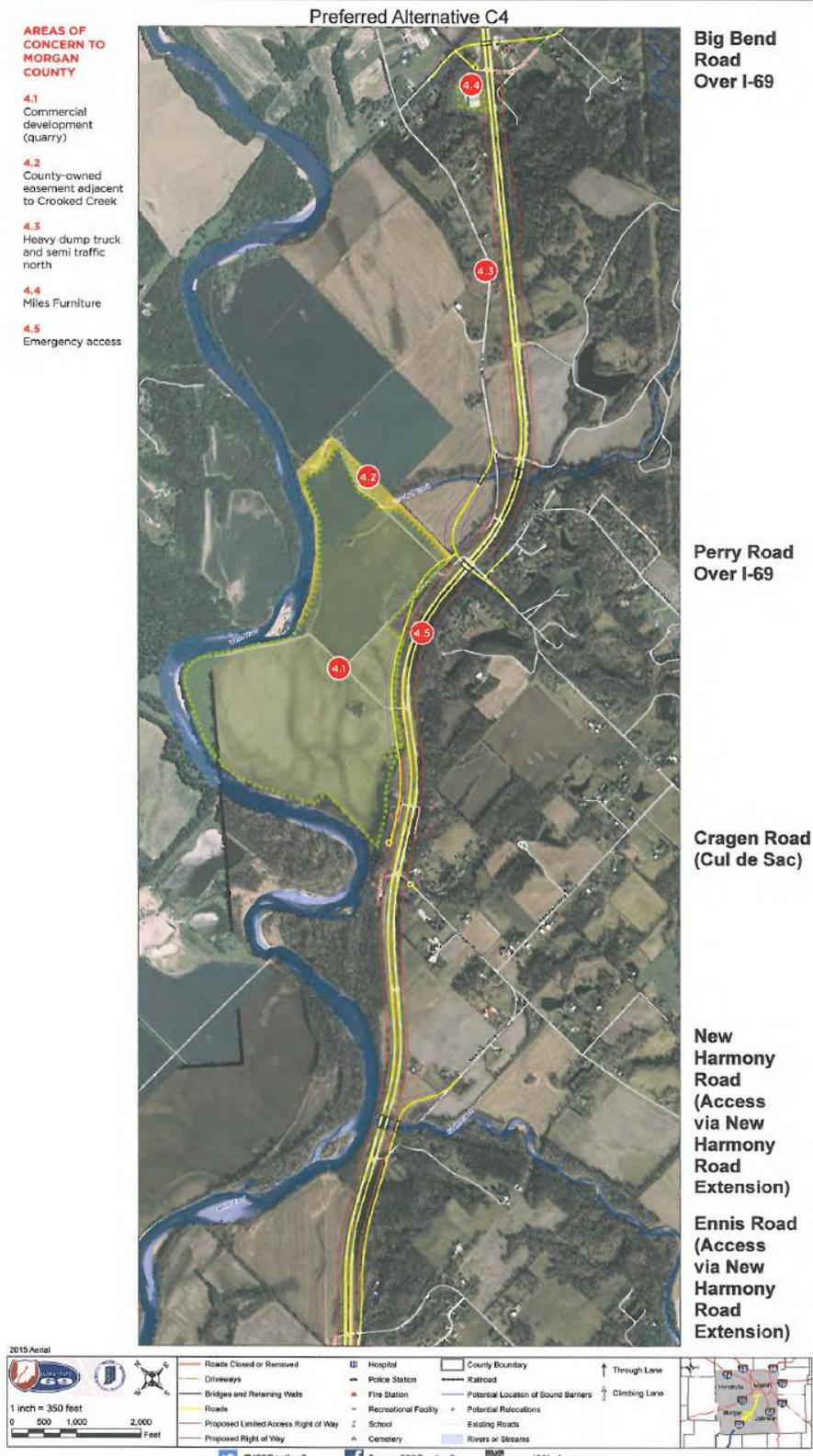


I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

I-69 Section 6 Ennis Road to Big Bend Road Morgan County

#4





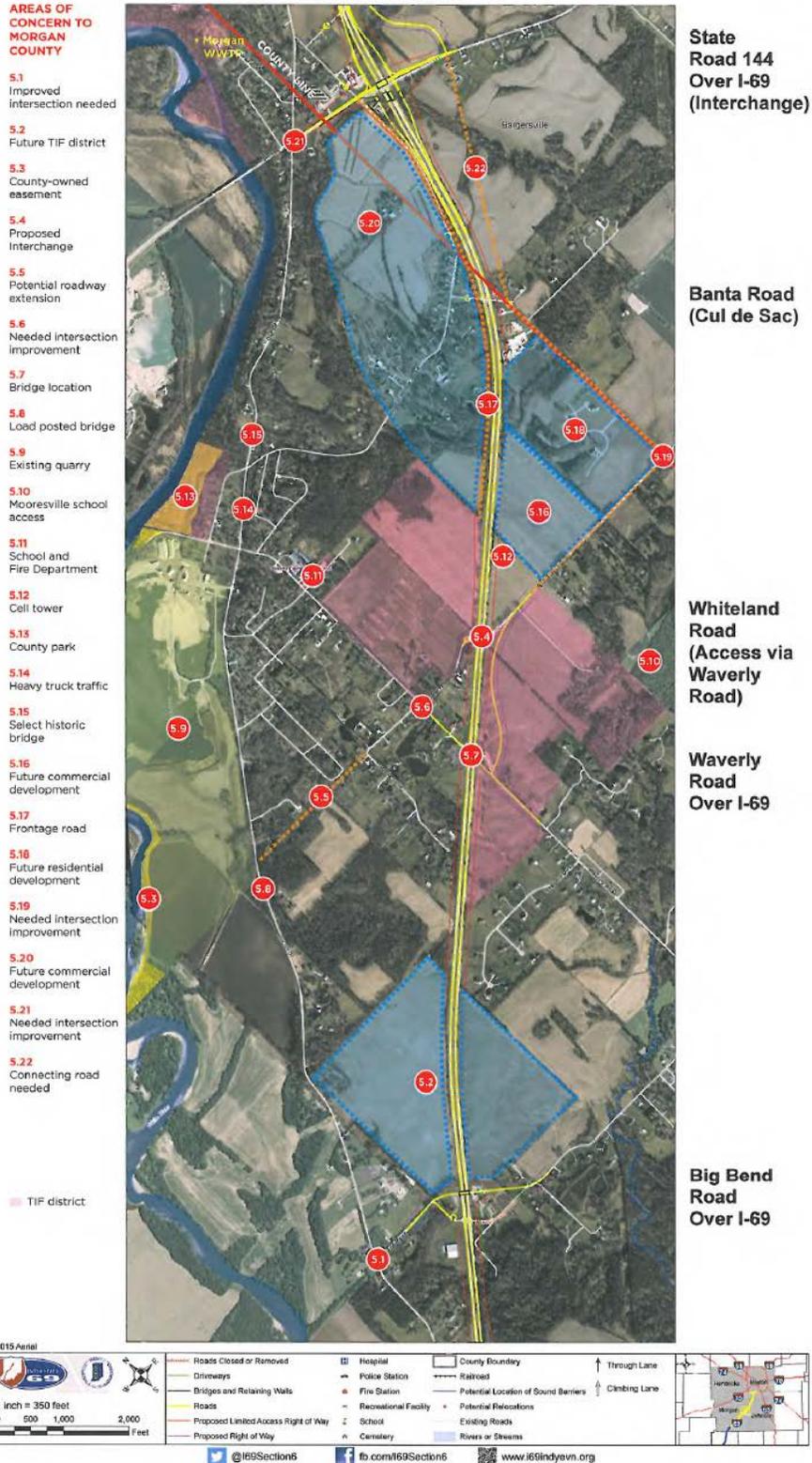
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

I-69 Section 6 Big Bend Road to State Road 144 Morgan and Johnson County

#5

Preferred Alternative C4





Public Individuals (PI) DEIS Comment Responses

PI001 **03/20/2017 E-mail**
Kelly Bowling

PI001-01 **Comment:**

Approximately when will section 6 of the I-69 project bid? Yes, please add me to that e-mail list. I may already be on the list. I do get a lot of e-mail from IDOA and INDOT.

Response:

Construction is planned to begin in Martinsville in 2020 with the schedule for the remainder of the corridor to be determined as funds are identified. Pre-development work for I-69 Section 6 will be occurring over FY18 and FY19 in anticipation of construction in FY2020. Predevelopment work will begin for Johnson County in FY19 year and for Marion County in FY20. See <http://www.in.gov/indot/div/nextlevel/> for a description of the Governor’s Next Level Plan.

PI002 **03/22/2017 E-mail**
Karen Sproles

PI002-01 **Comment:**

I just bought my home here at 1759 S. Ohio Street, Martinsville, In., in November. Now I see it is on the map in all four of the proposed relocation notices. Can you tell me if it is scheduled to be bought by I-69? We were getting ready to do some major remodeling. When will we be notified? We are older retired people, and we never dreamed the highway would come up this far on Ohio Street. Can you give me any information?

Response:

The referenced property is identified as a potential relocation for the Refined Preferred Alternative. The final determinations about access, including which properties are acquired for construction of the project, will take place as part of the final design process. See response to comment PI001-01 regarding schedule.

If your home is acquired for the highway, INDOT relocation policies will be applied. INDOT relocation policies comply with FHWA’s *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (“Uniform Act” – Public Law 91-646), as amended in 1987. These policies ensure that individuals and entities who must be relocated and/or sell property for highway right of way are fairly compensated. Properties are appraised using fair market value at the time of the appraisal inspection. A relocation agent will be assigned to this project in advance of acquisition to ascertain the needs and desires of potentially displaced persons to provide information, answer questions, and give help in finding replacement property. In addition to payments to property owners, any rental tenants whose residences are acquired are provided with relocation assistance.



For further information, consult FHWA's brochures on acquisition and relocation for transportation projects. Both are available on the INDOT web site at <http://www.in.gov/indot/2698.htm>.

Visit the I-69 Section 6 Project Office at 7847 Waverly Road Martinsville, Indiana 46151, or call (317) 881-6408 for a more detailed discussion about this particular property.

PI003 **03/23-2017 E-mail**
Mark Suter, First United Methodist Church

PI003-01 **Comment:**

The plan revealed Friday has much to commend it, and I commend the planners for good work on such a complicated task. 1) Why would it not make sense and be less costly for there to be one interchange between 44 and 252 instead of two so close? It would be less disruptive and cost less, and both roads/streets would still be very accessible, it would seem.

Response:

A single interchange located between SR 44 and SR 252 was considered during early stages of project planning and dismissed due to extensive construction and property impacts. As described in Section 3.6.2.2 of the FEIS, construction of the interchange would be in steep and wooded terrain, adding to its cost and impacts. This option would not provide access to the hospital as well as the split diamond configuration of the Refined Preferred Alternative unless a grade separation was provided at Hospital Drive, which is a factor in the added impact and cost. This option would also result in potentially longer emergency response times from the Washington Township Fire Department to properties west of I-69 unless a separate bridge were constructed to connect SR 44 with Reuben Drive.

The preferred "split diamond" interchange configuration at SR 252 and SR 44 was determined to be the least expensive and impactful alternative that would provide connectivity to both state highways, while maintaining effective operations on I-69.

PI003-02 **Comment:**

2) The plan shows an underpass for Myra Lane to access Ozark Fisheries and First United Methodist Church where I am pastor. I like the fact that it is a bit south of the present location, but we are still concerned that the underpass would be more like a tunnel, if indeed it must be 28 feet below the surface of I-69. If there is any chance our crossover could still become an overpass instead, I would favor that. Let me say, though, I understand what an impossible task it must be to get a highway built with so many competing opinions and interests. I will pray for God's help and guidance for all of you, and thank you for your good work. Thanks for listening.

Response:



Due to the existing terrain, placing Myra Lane under I-69 was determined to be safer, less impactful and less expensive than elevating Myra Lane over I-69. An overpass would require the road to curve on a steep grade, which would not only add to the cost, but would cause the roadway to be less safe, particularly during inclement weather or icy conditions.

PI004 **03/26/2017 E-mail**
April Wagoner

PI004-01 **Comment:**

I'm currently in the process of buying a home, and I'm set to close on April 7. I was recently informed that some people on the street have been sent letters about being affected by I-69. How can I find out if the house I'm buying is going to possibly be affected? The address is 590 Gardner Ave., Martinsville. Thank you.

Response:

The property is located in close proximity to the Ohio Street interchange, but it appears that the adjustments in the Refined Preferred Alternative have eliminated the need to acquire this property. The final determination of properties to be acquired for construction of the project will take place as part of the final design process. Visit the I-69 Section 6 Project Office at 7847 Waverly Road Martinsville, Indiana 46151, or call (317) 881-6408 for a more detailed discussion about this particular property.

If acquisition of this property is ultimately required, the provisions of INDOT's relocation policy would apply. See response to comment PI002-01 regarding this policy.

PI005 **03/28/2017 E-mail**
Christine Kramer

PI005-01 **Comment:**

After reading the revised I-69 proposal in the 3/24/2017 *Daily Journal*, I would suggest making the entire project 8 lanes instead of narrowing to 6 lanes at Southport Road. Lane reductions always cause bottlenecks and this is such a heavily populated area that I can easily imagine traffic slow-downs at Southport Road on the new I-69 which would probably worsen over time with increased population growth.

Response:

The Indiana Design Manual standards were used with traffic forecasts to determine the required number of travel lanes for this project. Refer to Section 5.6.3 of the FEIS for information related to 2045 estimated average daily traffic (ADT) and Tables 3-3 and 3-9 for number of travel lanes per subsection. See Table 5.6-1 of the FEIS for mainline level of service (LOS) forecasts for each alternative by subsection.

PI006 **03/28/2017 E-mail**
Jon Sinder, Crown Property Management II, LLC



PI006-01 Comment:

I'm Jon Sinder, one of the owners of Crown Property Management II, LLC. We own the eastern end-cap of a strip center known as 2310 West Southport Road. We operate Crown Liquors, and sold this location to 21st Amendment Liquors. They lease the premise from us. I highly recommend alternative C4A for the proposed intersection of Southport and I69 for several reasons. First, it's easier and more fiscally responsible to displace apartment residents than the commercial enterprises operating out of the 5 commercial buildings located in the NW corner of the intersection. Tenants are often subject to long-term leases, and both tenants and landlords have significant capital investments. The liquor store, for example, has well over \$200k of fixturing alone. These assets are also an important factor in both personal and real property taxes and must be larger than what's produced by the apartments. Second, living in Carmel, I have seen the effects of interchange access between under and over layouts. Under layouts as proposed under C4A work out much better as shown by the success of the US31 project. Finally, I would like INDOT to consider allowing some portion of 2310 West Southport to remain. It seems under C4A that the state may only need the western "end-cap" of the center. Although we don't own that section (we only own the eastern end-cap of 4,750 sf), it likely makes sense to keep as much of the structure intact, and it would result in the state having to pay less money. However, either the property owner neighbor to our west or us would ask for reimbursement for the cost to structurally support and finish out a new, western exterior wall.

Response:

Based on the review of cost and impacts, coupled with public and agency input, Alternative C4B has been incorporated into the Refined Preferred Alternative at Southport Road. The evaluation and results of the Southport Road interchange area are provided in Sections 6.3.2.7 and 3.8.7 of the FEIS.

**PI007 03/29/2017 E-mail
Clayton Sparks, Centerstone**

PI007-01 Comment:

Last fall my agency met with your organization several times to discuss the I-69 project. After reading through the EIS there are a few concerns. I didn't see any mention of the impact it would have on Centerstone and the population we work with. I could be overlooking something in the EIS as it had a lot of information in it. We are a 501c Community Mental Health Agency that works with the most vulnerable people in our county, and we are located just feet from 37 (1175 W. Southview Drive). We deal with crisis daily with our severely mentally ill clients. Many times access to our facility is a matter of life or death, often with mental health crises that include potential suicide or homicidal ideations. I am sure that you can understand the uncertainty of how the project will impact our companies potential relocation, time line of relocation if it happens, or even if no relocation, the impact construction will have on our agency and patients. We are the only building on with one access off of Burton Lane. We met with your agency last



fall and would like to meet with you again sometime soon. Would this be possible to address the above concerns? Thank you.

Response:

Centersone is shown as a relocation under all four alternatives. Meetings were held with Centerstone during development of the DEIS and an additional meeting was held between Centerstone and INDOT as a result of this comment on April 21, 2017. Centerstone representatives provided additional information regarding their operations, described their facility needs and preferences if relocation is required, and emphasized the importance of as much lead time as possible for a potential relocation. INDOT staff indicated that communication would continue as the project moves forward.

As discussed at the April 21 meeting, the provisions of INDOT’s relocation policy would apply. See response to comment PI002-01 regarding this policy. See also Section 5.2.8 of the FEIS regarding unique relocation situations for a discussion of issues specific to Centerstone.

PI008

04/04/2017 E-Mail

Jason Burk

PI008-01

Comment:

I wanted to voice a few concerns regarding the latest drafts of the plans for I-69 at Southport Road. With respect to this interchange, going under seems to be the best option. But I can’t understand why the lanes need to shift so far to the east. What a weird configuration! I would prefer a double roundabout a la US 31 / Keystone on the north side. Wouldn’t that make traffic flow so much better? If there is any good news about the lane shift it is that the retail center on the north side of Southport doesn’t have to be decimated to fit with the new interchange. Either option massively impacts the viability of using the quadrant for anything but parkland – which could honestly be a good use, though not the highest and best at a major interstate interchange.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

Note that a double roundabout interchange was reviewed as a potential option at this location, but traffic modeling showed that it would be unable to adequately serve forecasted traffic levels unless a three-lane entry was provided. There is no precedent for this configuration in Indiana. (See next comment.) For these reasons, INDOT did not pursue the option at this location.

PI008-02

Comment:

My other main concern is pedestrian access. A thoughtful approach to including a dedicated bike / trail lane along Southport over I-69 at this location is imperative. If not at this location, a trail / path should be connected at some point (perhaps the creek?) to



allow for safe, continual flow from one side of the interstate to the other. Southport is a major bicycle thoroughfare in the summer as bikers make their way to Southwestway Park and the Mann Road access to HW 67. Not attempting to accommodate this now will no doubt set back any effort to do so for YEARS to come. We have put up with uncertainty and a lack of development at this intersection for far too long to forgo minor additions to the improvements at this interchange during this MASSIVE construction project. Since I likely won't be able to make it to the public meeting, I wanted my comments to be entered into public record via email.

Response:

Design of the Southport Road interchange will accommodate the designated US Bicycle Route 50 that is to be located along Southport Road, as well as the planned trail along Little Buck Creek. Alternative interchange configurations at Southport Road were evaluated in part on their ability to accommodate bicycle and pedestrian movement. The DEIS stated in Section 5.3.5, under the heading "U.S. Bicycle Route 50" (Southport Road) that the interchange will accommodate this bicycle route. The FEIS retains this commitment.

PI009 **04/04/2017 E-mail**
Laura Kannapel

PI009-01 **Comment:**

Please consider using SR 39, less impact on business and residences. I DO NOT WANT THIS IN MY BACK YARD OR ANYWHERE CLOSE TO MY HOME. TOO MUCH POLLUTION AND NOISE. SR 39 IS THE BEST ALTERNATIVE, NOT SR 37.

Response:

At the onset of the I-69 Section 6 study, 27 initial conceptual alternatives were considered. Two of these (Alternatives P5 and P6) were parallel to SR 39, east and west of the existing SR 39 alignment. These alternatives were screened out at an early stage of this project. See FEIS Section 3.3.

PI010 **04/04/2017 E-mail**
Marty Wyatt

PI010-01 **Comment:**

When it comes to the financial arrangements of section 6, for God's sake do not arrange it like you did section 5. Section 5 is the biggest and stupidest mess I've ever seen. I know cause I have to travel that crap six days a week the whole entire section. You people don't care cause you don't have to deal with it on a daily basis like we do. It's going two years over schedule and it has been utterly ridiculous. Finance section 6 like you did 5 and it will take 15 freaking years to build!!!!

Response:



The procurement method for I-69 Section 6 has not been determined. All scenarios are being investigated: design-bid-build, design-build, design-build best value, design-build-finance, and design-build-finance-operate-maintain.

PI011 **04/05/2017 E-Mail**
Alicia Crutcher

PI011-01 **Comment:**

My husband and I are unable to make it to the meeting Thursday because of work. However we are a little concerned. We live on West Southport Road between SR 37 and Mann Road. We moved there a year ago and have horses. Southport Road is already busier than we imagined with only 2 lanes. Will this impact our house or them widening our road into our front yard if traffic increases? We live on West Southport Road after the bridge before Mann Road. We might be moving if this will impact traffic and our horses. Could you provide us with some feedback from the meeting or concerns we might be facing? We have not gotten anything in the mail but we want to plan ahead with us having farm animals. Thanks

Response:

The I-69 Section 6 project will not include any improvements to Southport Road west of Governor's Point Drive. Traffic volumes on Southport Road are expected to increase whether or not I-69 is constructed, and improvements to Southport Road are anticipated in the Marion County Thoroughfare Plan.

PI012 **04/06/2017 E-mail**
James Elkins

PI012-01 **Comment:**

After reviewing the proposed maps, I would like to add my support for Preferred Alternative C4. I look forward to progress on this in the coming years.

Response:

Chapter 6 of the I-69 Section 6 DEIS identified Alternative C4 as the preferred alternative. The Refined Preferred Alternative is a revised version of Alternative C4.

PI013 **04/06/2017 E-mail**
Melanie McKinley

PI013-01 **Comment:**

I saw you are going to cul-de-sac Twin Branch Road at Morgan Street and run the road to 44 now. My question is there is a house where Twin Branch oxbows and comes back to parallel to 37. Just past that on Google maps is a horse barn and a white car in the aerial. I understand you are going to continue that road but I would like very much to keep the horse barn. We were planning on restoring it and turning it into a house. It is actually in



great shape and very old. Please don't tear it down. I don't mind it being close to the highway, and it is on the east (R) side, so could be left untouched. It looks to be a bit more than 100 feet away so there would be plenty of room in the future for further expansion. Is there any way we can preserve and keep the horse barn where it is? Please let me know. We are in negotiations with the owner for the property, but it is contingent on it being allowed to remain.

Response:

Plans in the vicinity of the structure were reviewed during the refinement of Alternative C4 to establish the Refined Preferred Alternative. It was determined that, as originally shown for Alternative C4, it would not be feasible to avoid the barn due to the additional right of way needed to construct the Twin Branch Road extension next to I-69.

PI014 **04/06/2017 E-mail**
Mike O'Leary

PI014-01 **Comment:**

I think INDOT needs to look into having an interchange at Fairview Road. That is a very densely populated area just to the east. Many, many of those folks need to have a quick way to get to and from work in Indianapolis and the surrounding areas. If not, the side roads getting to the other 2 interchanges, one to the north and one to the south, are going to be extremely congested.

Response:

Criteria for locating interchanges is provided in Section 3.5.2 of the FEIS. As indicated in that section, greater spacing between interchanges generally produces better traffic flow and enhances safety on the highway, but it reduces accessibility for users. These factors must be balanced to serve needs associated with interstate highway operations and local mobility.

In this case, Interchanges are located just over a mile south at Smith Valley Road and just over a mile north at County Line Road. These are the most closely spaced interchanges on I-69 Section 6 outside of the urbanized area of Martinsville. Traffic forecasts indicate that these interchanges will adequately serve forecasted traffic volumes. No additional interchanges are planned in this area as part of this project.

PI015 **04/06/2017 Public Hearing Written Comment**
Jeff Fiddler

PI015-01 **Comment:**

Please take a look at adding a sound wall to the Belmont Avenue and Wicker/Bluff North Homes. Two lanes is enough noise. Three lanes will be too much.

Response:



As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible.

A noise barrier is determined to be feasible if it achieves at least a 5 dB(A) reduction in traffic noise for the impacted parcels (receptors) nears the source of the noise (interstate). A barrier must also be reasonable, meaning the barrier must meet INDOT's cost-benefit analysis and be desired by landowners or tenants. To be cost effective, the noise barrier cost must be \$25,000 or less per benefited receptor and be supported by a majority of the benefited receivers.

Noise barrier locations identified in the FEIS will be confirmed during the design phase. In addition, other locations may warrant further investigations during the design phase once specific survey and design information is available. During the design phase, INDOT will conduct public meetings specifically to discuss noise wall locations and solicit feedback on whether noise walls should be constructed where they have been determined to be reasonable and feasible.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 26 noise receivers in the Belmont Road area between Wicker Road and Stop 11 Road which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 2,000 linear feet long with an average height of 17.5 feet, with a total cost of \$1,052,940. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 23 receivers or households at a cost per benefited receiver of \$45,780, exceeding the INDOT Noise Policy threshold for cost effectiveness.

**PI016 04/06/2017 Public Hearing Written Comment
Carl Hever**

PI016-01 Comment:

I drive on SR 37, and for the debate for Southport Rd, I prefer the Alternative C4B. I chose this design because I would prefer for the residents to not be affected but only the business + inf are next to Southport.

Response:

See response to comment PI006-01 regarding the selected interchange option at Southport Road.

**PI017 104/06/2017 Public Hearing Written Comment
Shannon Snodgrass**

PI017-01 Comment:



Prefer Southport option B - Removing the apartments. Please consider traffic to downtown. Everytime something happens, construction/wreck, on SR 37 Bluff Road becomes a parking lot, then SR135, then Meridian. The entire southside shuts down. Many, many people commute to the IU University, IUPUI and Eskanazi campuses. I would think quality, well designed for hospital and campus schedules, schedule would greatly impact traffic. And don't forget Lilly Tech Center and headquarters. If some mass transit ran a route catering to those and was efficient, I think many people would be impacted with potentially the least amount of money to make this happen.

Response:

Based on the review of cost and impacts, coupled with public and agency input, Alternative C4B has been incorporated into the Refined Preferred Alternative at Southport Road. See response to comment PI006-01.

PI018 **04/06/2017 Public Hearing Written Comment**
Matt Mitchell

PI018-01 **Comment:**

We are wanting carification on our property at 7675 Waverly Rd. It shows a right of way going directly through our property. But it also shows a driveway. Possible relocation? We are wanting more information on access to I-69 from our property due to outdated county roads added congestion on these outdated county roads.

Response:

Additional right of way will be needed on this section of Waverly Road due to construction of the overpass over I-69. The Refined Preferred Alternative will require acquisition of a part of this property, but acquisition of the house will not be required. New drive access would be provided from Waverly Road.

The final determination of properties to be acquired for construction of the project will take place as part of the final design process, which will occur after the FEIS/ROD. Visit the I-69 Section 6 Project Office at 7847 Waverly Road Martinsville, Indiana 46151, or call (317) 881-6408 for a more detailed discussion about this particular property.

If acquisition of all or part of this property is ultimately required, the provisions of INDOT's relocation policy would apply. See response to comment PI002-01 regarding this policy.

Regarding outdated county roads, the redistribution of local traffic is considered in the review of local service roads and interchanges in a series of decision areas along the corridor, as described in Section 6.3.2 of the FEIS. The Waverly Road area is in Decision Area 4-4, which is discussed in Section 6.3.2.4 of the FEIS. The closest access point to I-69 from this property would be at the SR 144 interchange, via Waverly Road and Old SR 37.

Section 6.3.2 of the FEIS also describes local road improvements included in the I-69 Section 6 project. These include linkages to the local roadway network and/or grade separations at I-69 to maintain access and mobility for surrounding properties. Outside the project area of I-69, INDOT will continue discussions regarding access with local



officials, but it remains the responsibility of local jurisdictions to provide adequate local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

**PI019 04/06/2017 Public Hearing Written Comment
Michael Deem**

PI019-01 Comment:

SRs 144 and 37 need to be in direct consideration for new economic development with the proposed interchange. Does a tight diamond help with the improved development? Would a clover leaf be more appropriate? Since most all businesses are needing relocation I would like to see the majority of businesses able to relocate with room for a large influx of new economic development. Thank about what is best in the long run. The area has not really changed ever! It only seems to get run down. It needs to be attractive for new companies large or small, Industrial and retail both. On a side note, I would consider leasing my property during construction for the contractors and their equipment. Thank you for any feedback and consideration.

Response:

Diamond interchange configurations are entirely compatible with economic development and are often found in densely developed commercial areas. An interchange with free-flowing directional traffic movements, such as a cloverleaf interchange, is not necessary to serve the forecasted traffic at this location. Such an interchange would be more expensive to construct and would have more impacts to existing developments and environmental features.

**PI020 04/06/2017 Public Hearing Written Comment
Becky Willsey, Adventures Child Care and Learning Center**

PI020-01 Comment:

I own the child care center at SR 37 & Fairview. As of now, the map shows us remaining but with a red line through part of our playground and front parking lot. If we remain, I'm concerned about the roadway being any closer to the center than it already is. Before we built the center we paid an engineer to come out and determine if fast moving north-bound semis could leave the road, hit the facility, and hurt anyone. We were told that the double ditches could prevent this, but the roadway should be no closer, and the double ditches must remain. If we remain, what assurances do we have that the safety of our children comes first? Also, we need the front parking, and that side is the entrance to the facility. I would be interested to know why the CVS will be removed, yet the businesses on the southside of Fairview appear to be staying, but with part of the property gone.

Response:

Adjustments made to Alternative C4 to develop the Refined Preferred Alternative include removal of the cul-de-sac at the end of Fairview Road. With the Refined Preferred



Alternative, the front parking and side entrance of this facility will be not be disrupted and the parking area of the CVS facility will remain, making relocation of that facility unnecessary. The refined design includes a traffic barrier and retaining wall in this area, and minimizes disruption of the existing ditches. The safety benefits of these features will continue accrue when I-69 is constructed.

**PI021 04/06/2017 Public Hearing Written Comment
Erin Sindera**

PI021-01 Comment:

My concern is the privacy and safety behind my house in the Governors Point Subdivision. My house backs directly up to the strip mall on Southport Road. As a parent of 3 small children with pets, I really think the overpass option at Southport Road is the safest option. It provides less new road traffic to the houses along that edge of the neighborhood, therefore providing more safety for the many young families living there. I also have a huge concern for the access in and out of our neighborhood. As it is already very difficult to get in and out of the neighborhood, I am very concerned with amount of traffic an interstate interchange would produce. The way the map shows indicates that road would go from 4 lanes to 2 lanes right at the entrance, causing a major bottleneck. We already have issues with this with how the road is now. Would there be an option for an additional entrance to the neighborhood so that we could utilize the stop light at Southport and Belmont?

Response:

See response to comment PI006-01 regarding the selected interchange option at Southport Road. Traffic forecasts indicate that a traffic signal may be warranted at this intersection. A formal warrant analysis would be conducted during project design to determine whether the requirements of the Indiana Manual on Uniform traffic Control Devices have been met. These requirements must be met for a traffic signal to be installed.

Providing a supplemental entrance to the Governors Point Subdivision from Belmont Avenue was not considered due to the necessity to relocate multiple homes in the subdivision.

**PI022 04/06/2017 Public Hearing Written Comment
Charles Schaefer, Changes in Latitude LLC**

PI022-01 Comment:

We own 2222 W. Southport Rd. (Southport Shoppes) (Any time Fitness & Teddy's Burgers) We are in favor of option C4B at the Southport Rd Interchange, due to construction constraints on our tenants.

Response:



See response to comment PI006-01 regarding the selected interchange option at Southport Road.

**PI023 04/06/2017 Public Hearing Written Comment
Tim Watkins, Changes in Latitude LLC**

PI023-01 Comment:

We own 2222 W. SouthPort Rd. (Southport Shoppes) (Teddys & Anytime Fitness). We are in favor of option C4B as we would not want the impact of construction to affect our tenants. We would rather relocate them.

Response:

See response to comment PI006-01 regarding the selected interchange option at Southport Road.

**PI024 04/06/2017 Public Hearing Written Comment
Peggy Dufete**

PI024-01 Comment:

I prefer Southport Road over I-69 interchanges. I live at 7022 Blankenship Ave. This would have less impact on me and would give me more space away from the new roads and construction. C4B

Response:

See response to comment PI006-01 regarding the selected interchange option at Southport Road.

**PI025 04/06/2017 Public Hearing Written Comment
Michael Allen**

PI025-01 Comment:

It is beyond belief that a sound wall will be built west on my land in front of a woods. And the apartments north get sound but because Belmont does not have as many people we get none???

Response:

See response to comment PI015-01 for a description of the INDOT Noise Policy and review of the Belmont Avenue area. Note also that since the proposed right of way encroaches on the woods at this location, the trees will be removed and thus no woods would exist once construction is complete.

**PI026 04/06/2017 Public Hearing Written Comment
David Alfrey**



PI026-01 **Comment:**

I own lot 1 in Auburn Ridge Subdivision off Waverly Road and SR 37. The plans I have seen show purple line that cuts through my lot in Auburn Ridge (Lot 1). I am concerned because that easement would take enough land to make my lot (one acre) unbuildable and undesirable. If that easement stopped before the powerlines at the rear of my lot, it would not be an issue. Please let me know where that easement will stop. (Second address 50 Airport Parkway, Suite N. Greenwood, IN 46143)

Response:

Additional right of way will be needed on this section of Waverly Road for the overpass over I-69. The Refined Preferred Alternative will require acquisition of a part of this property.

See response to comment PI018-01 regarding partial relocation and INDOT's relocation policy. When right of way lines are finalized as part of final design, a determination will be made regarding whether this property will be deemed unusable and warrant full acquisition.

PI027 **04/06/2017 Public Hearing Written Comment**
Raeann & Vann Sanders

PI027-01 **Comment:**

The new map shows our home approximately 10 meters away from the highway easement with an overpass near by. We are concerned that this would add significantly more noise and nuisance, lowering the value and habitability of our home. We prefer the entire property be acquired rather than the easement right out our front door.

Response:

Based on the address on the comment form, this home is located on the east side of existing SR 37 north of Martinsville. The I-69 roadway in this area would follow the same alignment as existing SR 37, although it would be approximately 7 feet higher at this location, requiring a wider right of way due to side slopes. This would require the acquisition of at least part of your property. See response to comment PI018-01 regarding INDOT's relocation policy, including partial acquisitions. Per INDOT policy, the determination of whether full acquisition is warranted would be made when final right of way lines are determined during final design.

Specifically regarding noise, proposed noise barrier locations for the Refined Preferred Alternative were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual, as described in Section 5.10 of the FEIS. A noise barrier was not found to be reasonable and feasible at this location. See response to comment PI015-01 regarding the INDOT Noise Policy.

PI028 **04/06/2017 Public Hearing Written Comment**
Julie Peters



PI028-01 Comment:

RE: I-69 Sec. 6 Southport Road. Alternative C4B is recommended. 1. Overall Less Expensive option. 2. less disruptive - fewer people to relocate. 3. the NW quadrant of intersection is not a thriving retail center. 4. would keep the interstate lower on the ground less accidents from freezing over bridge 5. Would keep noise down - not elevate it.

Response:

See response to comment PI006-01 regarding the selected interchange option at Southport Road.

**PI029 04/06/2017 Public Hearing Written Comment
Ryan Burk**

PI029-01 Comment:

No sound barrier is currently on the map for the densely populated neighborhood of Wakefield. The sound in this area has increased substantially since I-69 has developed to the south. I would like to formally request that this factor be considered and that a sound barrier be installed in this area.

Response:

See response to comment PI015-01 for a description of the INDOT Noise Policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 13 noise receivers in the Wakefield Subdivision that would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 1,900 feet long with an average height of 18.2 feet, with a total cost of \$1,259,010. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 37 receivers or households at a cost per benefited receiver of \$27,978, exceeding the INDOT Noise Policy threshold for cost effectiveness.

**PI030 04/06/2017 Public Hearing Written Comment
Jason Liechty**

PI030-01 Comment:

Recommend strongly that INDOT maintain a construction timeline with penalties for incomplete sections not done on time according to timeline. This may provide a sense of urgency to complete Section 6 on time and without the safety considerations that were obviously not apparent in the Section 5 project !!

Response:

INDOT typically considers construction contract provisions related to early or late project completion during the project design phase. Incentives for early completion and penalties



for tardy completion will be considered during the preparation of the construction documents.

PI031 **04/06/2017 Public Hearing Oral Comment**
Steve Lessmann

PI031-01 **Comment:**

I live on Lincoln Road in Morgan County in Martinsville. We're getting an overpass across I-69 on Perry Road, which we want. I'm real happy with all the things that have turned out. But Perry Road, then you access the north direction off of Old State Route 37 that goes through Waverly all the way up to State Route 144. That intersection right now with the volume of traffic is extremely dangerous to try to cross. And now you're going to have all of the traffic from Waverly and everywhere else from the south going north, and it's going to come out on State Route 144. The project ends right before that intersection. So are they going to put a light in there or a roundabout? Or are they even looking at it? The increase in the volume of traffic there is going to be a lot. There are two quarries also that are on Old State Route 37 that are going to be accessing 144 right there. So all the volume of the dump trucks are going to come out there, too.

Response:

Traffic forecasts indicate that a traffic signal may be warranted at the intersection of SR 144 and old SR 37. See response to comment PI021-01 regarding the need for a warrant analysis during design.

PI032 **04/06/2017 Public Hearing Oral Comment**
Jason Liechty

PI032-01 **Comment:**

At the interchange of Smith Valley Road, traffic lights as you go across Smith Valley goes over I-69. Do they anticipate having traffic lights at around that interchange? The reason I say that is I live down in that area.

Response:

The Refined Preferred Alternative includes a diamond interchange with roundabouts at the ramp terminal intersections. A roundabout intersection is also planned for Mullinix Road and Smith Valley Road intersection, located immediately east of the interchange.

PI033 **04/06/2017 Public Hearing Oral Comment**
Larry Wallman

PI033-01 **Comment:**

I'm a long-time Southside resident. I've got several comments. I'll see if I can get them in in two minutes. First off, when you build an interstate, the federal government pays 80 percent. Okay? The 21 first section of this from Evansville up to where we are today, the



state paid over \$770 million. Are we missing a billion dollars of federal contributions? Did we not go after it? Or was it similar to other projects?

Response:

A range of financing mechanisms, including federal funding ordinarily available for interstate highway construction, has been utilized to fund the construction of the first five sections of I-69, and will be used in constructing I-69 Section 6.

PI033-02

Comment:

The other ones you've got here, on the Southport Road interchange, as you're coming south, you don't come off to a ramp and stop. You put a loop on that southwest quadrant to keep the traffic moving. The same thing at County Line. A roundabout won't work. You put a loop. And the same thing at Smith Valley Road. The other one is you need more interchanges in this area. There are a great many intersections with only three interchanges planned. I can use fifth grade math and show you that's not going to work. You need a half interchange, what I would call it, if that's a proper term, like at Mann Road with some modifications. You need one at Wicker Road. You need one at Fairview. You need one at Olive Branch. You need one at Stones Crossing because the way it works now, you're going to have too much traffic on those two-lane roads and even still too much in Indianapolis, Greenwood, Johnson County. Why put Southport, County Line, and Smith Valley to four lanes? It's just not going to handle that traffic.

Response:

All proposed interchange configurations are evaluated to assure that they will provide acceptable traffic operation for traffic volumes forecast to occur 20 years after opening. The provision of free-flow loop ramps at the Southport Road and County Line Road interchanges are not necessary to provide acceptable operation for forecast traffic. These loop ramps would be more expensive and impactful to construct than the proposed ramps. See Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6.

The general issue of interchange spacing is governed by FHWA guidelines that interchanges in urban areas will be separated by at least one mile, and interchanges in rural areas will be separated by at least three miles. These guidelines help to ensure that interstate highways are cost effective and safe. Frequently-spaced interchanges in urban areas (less than a mile apart) tend to result in excessive conflicting traffic movements of vehicles weaving to enter and leave the highway.

Ten interchange access points have been identified over the 26 mile stretch of interstate roadway. Interchange locations include SR 39; Ohio Street; SR 44 / 252; Henderson Ford Road; SR 144; Smith Valley Road; County Line Road; Southport Road; Epler Avenue and I-465. In addition, Harding Street will continue to be a functional interchange when I-69 Section 6 is complete.

INDOT will be responsible for designing, constructing, and maintaining I-69 and the associated interchanges. Local jurisdictions will be responsible for planning, designing



and constructing local road improvements outside the interchange limits. The Indianapolis Department of Public Works (DPW) is responsible for Southport Road both east and west of the Southport Road interchange. DPW has been engaged in the planning of I-69 at this location.

PI033-03 Comment:

The other one I've got is you're only running about 50 years behind schedule according to the Indiana Department of Transportation. You started on this in 1967. You're still working on it now. You people have some problems with what you're doing. You're 50 years behind on this. We know what you're doing to the Martinsville to Bloomington. You're two years behind. This one you're not going to start until 2020. So I guess my time is up. Or if there's any others, I'll be happy to finish on the comments since we don't have any politicians or elected officials here.

Response:

Comment noted. See response to comment PI001-01 regarding the construction schedule.

PI033-04 Comment:

This is a continuation of what I was bringing up in the auditorium. I'll try not to repeat myself. The way they have this plan now will not work. If they do not add more interchanges, this area will be worse than Castleton. They do need an interchange at Southport Road at the southwest corner. They need to loop it around so the eastbound traffic keeps moving. The same thing at County Line Road. They need to loop it around. The way they've got the roundabouts, it will not handle that amount of traffic. The same thing at Smith Valley Road on the southwest quadrant. They need to loop it around so the eastbound traffic can keep moving and not stop again. They also need to add, to touch on it a little bit, what I'll call half interchanges like at Mann Road. They need to put one at Wicker Road. They need to put one at Fairview, one at Olive Branch, and one at Stones Crossing. If they don't do that, they're going to have so much traffic dumped on Southport, County Line and Smith Valley. It will never be able to handle it even if they increase them to four lanes.

Response:

See response to comment PI033-02.

PI033-05 Comment:

The other one they didn't bring up, I think we have a billion dollars missing from the first section from Evansville north that we never pursued the 80 percent federal. Are they going to pursue the 80 percent federal contribution on this section?

Response:



INDOT is investigating a wide range of funding opportunities for I-69 Section 6. Federal and state cost sharing has not yet been determined. See response to comment PI033-01 regarding funding of prior sections.

PI033-06 Comment:

Even by the state highway's own admission, this is 50 years behind schedule. In 1967, they announced they had all the land purchased for I-69 in Castleton to hook it to 465. At the same time, they announced within three years they would have all the land purchased for I-69 from Indianapolis to Evansville. And they're just now getting around to it and will not start until 2020. So that puts them 50 years behind. The section from Martinsville to Bloomington is two years behind. If you look at the Highway 641 bypass in Terre Haute, the 6-mile new terrain highway, it took them 12 years to construct that. There's serious problems with the highway department here. And like I say, if they do not do this right, this will be worse than Castleton. If they add the extra interchanges, they will not have any problems and have to worry about this for 30 to 35 years.

Response:

See response to comment PI033-03.

**PI034 04/06/2017 Public Hearing Oral Comment
David Griffith**

PI034-01 Comment:

Hello. Growing up in Evansville, I never really grasped how it was so hard to get up here over the years. I've come to understand that there was a missing link in the transportation system, but times have changed. We've made some progress. Section 6 would complete this missing piece in our road system. Wasn't it two weeks ago that the Butler Bulldogs traveled to Memphis, Tennessee, for the NCAA tournament? I-69 would streamline the journey 1 from Indianapolis to Memphis in the future for future tournaments. It was a seven-hour bus ride for fans. It would be much more efficient with I-69. So the big picture is this would connect to Memphis and also Houston, Texas. Traveling down there on vacation two years ago, they had the I-69 shields up on U.S. 59, which they're using to build the interstate. It was exciting to see. Not so exciting when I look at the Indianapolis Star weather map. It shows all the interstates on the regional forecast map. We have I-69 open between Evansville and Bloomington, but it doesn't show up on the weather map. Could Fox 59 and the Indy Star get together and update the weather map to show central Indiana that progress is being made with I-69? The 11 minutes saved with Section 6 will be a benefit. This could make a two-and-a-half-hour drive to Evansville possible for many with safer travel. It's long overdue. Let's build it and finish it for all of Indiana. Thank you.

Response:

Comments noted regarding the benefits of I-69 Section 6.

PI035 04/06/2017 Public Hearing Oral Comment

**Mike Brown****PI035-01****Comment:**

I'll be brief. There's one thing I'm not happy about, and I've been watching it since this all started in 1999. My name is Mike Brown. I've lived in Marion County for 37 years now. And what you're not showing on these charts out here on all the segments is one thing. That's the cost it's going to cost us for each one of these intersections, overpasses, things we have to do along 37 and what the human factor is going to be. You have 850 parcels of land compared to the route that I proposed that was dropped almost a year ago, which will cost less than \$500 million that may have an impact on time of about a minute and a half overall. And if you're smart -- not everybody has the capability of looking up these numbers I've talked about -- you'll have these numbers written in on these panels for Monday so everybody can see what the cost factor is going to be. It's probably close to a billion dollars proposed. It will probably be close to \$3 billion before it's all said and done. My idea of the 13 miles cross country new terrain hooking up between Monrovia and Little Point on 70 southbound just past Paragon and just south of the 39 bypass on 37, it institutes four bridges, an overpass, and -- it's four intersections, a bridge over White River, and one overpass. That's the biggest impact you'll have on the whole thing. Put those numbers on the panels for next Monday. Let everybody see what the proposed costs are going to be, and a lot of people will change their minds. Thank you.

Response:

At the onset of the Section 6 study, 27 initial conceptual alternatives were considered. The new terrain alternative described was evaluated as Conceptual Alternative P6. It was screened out at an early stage of this project due to high wetland and forest impacts, and limited safety, traffic congestion relief, and regional truck travel service compared to other alternatives. Section 3.2 of the FEIS describes the conceptual alternative screening process. The location of Conceptual Alternative P6 is shown in Figure 3-3 of the FEIS.

PI036**04/06/2017 Public Hearing Oral Comment****John Davis****PI036-01****Comment:**

I've lived on the south side for 35 years. I understand the die is cast. They're going to put 69 in regardless of how many meetings they have. My request is a little reality check. South side traffic is an abomination with 37 up and running. 135, 31, Bluff Road, and that's pretty much all we've got. And Morgantown Road. Two-lane streets to move all the traffic that is now being absorbed by 37. I'm not an engineer. But to my way of thinking, it would make a lot of sense if we fixed what we already know is broken. When you get off on Southport Road, you're lucky if you pick up a mile and a half of four-lane road; and then it bottlenecks down to two lanes. That won't be changed. It's pretty much a running joke the way the traffic travels north and south on the south side of Indianapolis. And even when 69 is finished, it's not going to improve the traffic flow. Now, personally, I may hurt some feelings when I say this, but I've never had any desire to go to Evansville whether I



could get there 15 minutes faster or 11 minutes faster. I understand the big picture. I understand the way things are. But by the same token, we need to improve traffic on the south side if you really want to make this thing work. Otherwise you're putting a Band-Aid on a bullet wound; and it's not going to change. Thank you.

Response:

I-69 will provide significant added capacity for north-south movements in region. Traffic congestion will be relieved on major north-south highways mentioned in comment. The Refined Preferred Alternative is estimated to result in approximately 600,000 fewer vehicle miles traveled under congested conditions on a typical weekday. See FEIS Table 3-1 under the column labeled "Alt C" for estimated performance measures associated with I-69 Section 6.

PI037 **04/06/2017 Public Hearing Oral Comment**
Ted (last name unknown)

PI037-01 **Comment:**

I live in Decatur Township about 5 miles west of where 37 and 69 are. I frequently use Southport Road to get to all kinds of places. And I see this mainly as an improvement to both that intersection even just for the local traffic, never mind 37 to 69 itself. Also I see that the improvements up near Harding Street are going to be an improvement there also. I do have two additional comments, one on each area. First of all, Southport Road, I know that the City of Indianapolis is considering a major arterial road that would be connecting Ameriplex near Ronald Reagan and Kentucky Avenue or 67 using Camby Road and then constructing a new Southport Road because those roads actually line up. So I'm just hopeful that you've all considered that possible future expansion in the design of whatever happens at Southport Road and 69.

Response:

The widening of Southport Road and its connection to Camby Road and SR 67 is a proposed project in the Marion County Thoroughfare Plan. It is currently being evaluated by the City of Indianapolis. However, it was not listed as a committed project in the Indianapolis MPO Long Range Transportation Plan when the I-69 Section 6 corridor traffic model was prepared. Accordingly, it is not considered in the traffic forecasts for I-69 Section 6. For further discussion of rationale for inclusion of projects in the "no build" traffic forecasting network (including relevant citations in the Code of Federal Regulations), see FEIS Section 5.6.1.1.

PI037-02 **Comment:**

The second thing I noticed -- and this is something that doesn't even affect me at all -- I just happened to notice what I'm going to call the Harding Street interchange where Epler goes to the west, there's only going to be one way to get into that neighborhood. There's an area towards, I'm going to call it, the southwest intersection of 69 and 465 that will be just isolated with that one entrance on that part. And I'm just concerned for those people,



whether the fire department and ambulance can get in. Certainly for access to hospitals, it might be better. But just to get in, it might be hard. Thanks.

Response:

Coordination was conducted with the Indianapolis Fire Department regarding emergency access to the Sunshine Gardens neighborhood. While Thompson Road will no longer allow access to the Sunshine Gardens neighborhood, the neighborhood will still be accessible from both Epler Avenue and Concord Street. The nearest fire station is on Edgewood Avenue, just east of SR 37. After I-69 is constructed, access will be available across I-69 to the Sunshine Gardens neighborhood by using either Epler Avenue or Banta Road.

PI038 **04/06/2017 Public Hearing Oral Comment**
Carl Heuer

PI038-01 **Comment:**

I've attended most of the INDOT meetings for the last couple of years, and I've been interested with Section 6 of I-69. I've been driving on State Road 37 almost every day, and I see the drastic changes the day since Section 5 took its role. My biggest concerns are safety on the roads that are connected on 37 at its current view as of this meeting. I am rather disappointed with the progress of Section 5, and I'm concerned it will occur on Section 6 as well with the contractor taking over the project. I would rather want the state and federal government to fund control and construct this section of I-69. It is rather time-consuming for all drivers including myself and for the taxpayers that fund the project. If it is going to make a major impact, then we'll need to take time to get that project completed from Evansville to Indianapolis without any issues, which I feel that it's rather obtuse. The state needs to overtake Section 6, not a contractor from Spain. Thank you.

Response:

See response to comment PI010-01 regarding financing options for I-69 Section 6.

PI039 **04/06/2017 Public Hearing Oral Comment**
Thomas Aylor

PI039-01 **Comment:**

Having driven Indiana State Route 37 previously on several occasions, I want to thank INDOT for selecting Indiana State Route 37 as the preferred choice for Interstate 69 between the city of Martinsville and the city of Indianapolis. Another comment is when INDOT is designing Interstate 69, Section 6, I think they should take into consideration the number of travel lanes to handle the traffic on a daily basis. I would say at a minimum, Interstate 69 southbound should be three travel lanes; and Interstate 69 northbound should be three travel lanes. That's at a minimum between the city of Martinsville and Interstate 465 on the south side of the city of Indianapolis. I would say between County Line Road and Interstate 465, the number of travel lanes should increase to at least maybe four travel lanes for Interstate 69 southbound and four travel lanes for Interstate 69



northbound. This would set up Interstate 69 for future extension north of Interstate 465 on the south side of Indianapolis all the way to the downtown area in the city of Indianapolis. Thank you very much.

Response:

See response to comment PI005-01 regarding the number of lanes on I-69 Section 6.

**PI040 04/06/2017 Public Hearing Oral Comment
Bonne (last name unknown)**

PI040-01 Comment:

I just want to say I know we've come a long ways. It's here. It's going to be here. I-69 is coming. I have a feeling it's probably been determined to be on 37 for a really long time. I've gone to a lot of meetings. But as a resident and a taxpayer, I have to say that I feel I just lost my north-south road to Indianapolis because I traveled that for years to go to work and that it's going to turn into an interstate. Maybe I'll be able to travel it north-south; maybe I won't. But more than likely, if I do, I'll be paying tolls to travel it. Therefore, I've paid for it many, many times. I've paid for it with Indiana state tax money to turn it into State Road 37. My state gave it to the federal government. I'm going to pay federal taxes to turn it into an interstate and probably to travel it. I'm going to have to use an E-ZPass and pay tolls. And if not, I'll be surprised and probably thankful if not. But I just wanted to say not everyone in this room is terrifically happy. Probably a lot of traffic is going to get dumped on the county roads. I know the bridge over Louisville now, trucks are trying to find a way around it. There's more traffic going places that maybe weren't even anticipated. So there will be a lot of outcome from this, and hopefully we can all work together and make it as good as possible for the people who are going to be impacted. So thank you for your time.

Response:

Traffic forecasts and design elements for I-69 Section 6 have been developed assuming tolling would not be considered for this project, and tolling is not addressed in the FEIS, as would be required for I-69 to be constructed as a toll road. This is consistent with assumptions used in the FEIS documents for I-69 Sections 1 through 5.

PI040-02 Comment:

But we all feel like it is what it is, and we hope that the people who are impacted by it will be as mitigated as the wildlife and the streams and forests because they will be impacted.

Response:

See response to comment PI002-01 regarding INDOT Relocation Policy.

PI040-03 Comment:

And there will be more noise.



Response:

See response to comment PI015-01 for a description of INDOT's noise policy.

PI040-04

Comment:

There will be more dust.

Response:

A temporary increase in windblown dust is a likely byproduct of construction activity. The INDOT Standard Construction Specifications include required methods for contractors to minimize dust. See Section 5.12.3.2 of the FEIS regarding mitigation of dust generated during construction of I-69 Section 6.

PI041

**04/062017 Public Hearing Oral Comment
Calvin Turner**

PI041-01

Comment:

I live on 69 on the other end towards Fishers. I see how 69 North, how that area has drawn in growth and drawn in change there. There is congestion, but I see the positive side of it too. I used to drive to Bloomington quite a bit, and this has also helped my son who's an engineer in Evansville. His job moves him between Indianapolis and Evansville. This has helped him greatly coming from Indianapolis mainly to Bloomington. He goes mainly to Bloomington and then, of course, takes 37. So I'm for this project. I've been following this project for quite a while. I'm just hoping now that everything is starting to come together that we can get this project done. I do know it's going to inconvenience a lot of local people that's local to that area. So I'm hoping, like the gentleman spoke earlier, about once you get in the city, will you have enough ramps for the people to keep the traffic moving? Because one thing, this 69 project is going to be helpful. But it's not going to help if you don't have adequate access on and off the ramps. That's the only problem that I see that's going to be a potential problem, as it was up north on the other end. But hopefully we've got roundabouts and different things that they're doing to try to help with that. So hopefully down here on the south side, you will be able to make the necessary adjustments. I just hope we can get this going because I'm looking forward to hopefully different jobs this may bring and growth that it's going to attract. It's like IKEA up there where we're at. The IKEA project is coming up there. So hopefully with all the jobs that are being lost -- you know, major jobs are being lost. So hopefully this 69 South project draws some more business to this area because I think Indianapolis needs to think bigger and broader. We're not like a little tiny city. We're a big city, but sometimes people try to put us as a small city. So I think this will put us more out there and we'll have our connection to the other bigger cities like Memphis and Houston on down the road. Thank you.

Response:

See response to comment PI033-02 regarding guidelines for number and spacing of interchanges. See Table 5.6-3 of the FEIS for information regarding crossroad traffic levels.



PI042 **04/06/2017 Public Hearing Oral Comment**
Dale (last name unknown)

PI042-01 **Comment:**

I've owned some property along State Road 37. My property will be affected. I bought the property about 31 years ago. I'm kind of for this 69 going through. But right there at Olive Branch Road, I think we need an overpass there because people are going to be going north and south. They're going to have to get off at Smith Valley Road, and they're going to congest the neighborhoods trying to get to all those housing additions. Or they're going to have to go up to 144 and come back, and they're going to congest the neighborhoods there. I think the frontage road is good there, Old State Road 37 that you picked. But it's not going to do any good if they get off and they have to come down to the frontage road, and then they can't make a left to go over Olive Branch Road. There's probably thousands of acres there that's going to be developed there. I think it's really going to congest our neighborhoods and congest on crossing. That's where the school is and everything. I think they need to really look at that area since there's thousands and thousands of acres of development coming, and I think they need to get an overpass there. Thank you.

Response:

As documented for Decision Area 5-2 in Section 6.3.2.5 of the FEIS, provision of both the Old SR 37 frontage road and an Olive Branch overpass is not recommended. The frontage road along Old SR 37 included in the Refined Preferred Alternative is the best option for maintaining local accessibility with a reasonable level of costs and impacts.

With respect to future development, the project team solicited input from local officials in developing forecasts of land use and traffic in the project area. These officials participated in the land use panels which allocated future growth to specific areas near the corridor. Four land use panels were formed, for Marion, Morgan, Johnson and Hendricks County. The panels were composed of local economic development officials, planning and zoning officials, land use planners, and development professionals. A description of how the land use information was used to forecast traffic and meeting summaries for the land use panels are provided in Appendix Y of the FEIS.

Projected travel demand growth on roadways in the I-69 corridor has been incorporated into I-69 Section 6 travel demand forecasts and used to guide decisions regarding I-69 and the local roadway system. The tables in Section 5.6 of the FEIS show the projected growth of traffic volumes on major corridor facilities due to the construction of I-69 and expected development in the project area.

PI043 **04/06/2017 Public Hearing Oral Comment**
Julie (last name unknown)

PI043-01 **Comment:**

I've lived here for my whole life as well. I think that the gentleman that just spoke -- I wouldn't have spoken normally, but I totally agree with him. Having an overpass at Stones



Crossing, and then you're ignoring Fairview. I just think you're stopping too many streets, and there's a lot of development coming. I think we need to look a little more ahead, and Olive Branch Road should continue on to the other side. That's all.

Response:

See response to comment PI042-01.

**PI044 04/06/2017 Public Hearing Oral Comment
Sally Rohrman**

PI044-01 Comment:

I live in the Southern Dunes subdivision that is just south of Southport Road and west of 37 now. I'm really concerned, like one of the gentlemen was, about the lack of lanes traveling north and south. I can see it becoming a huge traffic nightmare like it was up in Fishers for many years. It was horrible. You would sit on the interstate 45 minutes to an hour most of the time. A lot of times during rush hour traffic. I hate to see that happen on the south side. My other area of concern is how the Southport Road intersection is going to be laid out. I am not in favor of wiping out the businesses on the west side of 37 because we were anxious to get some goods and services. There's two huge housing additions over there, and we have to travel further east in Perry Township to get any kinds of goods and services, shopping, restaurants, banks, drug stores. So I was hoping for more development and a few more businesses closer by as I enter retirement age and don't want to have to travel too far for goods and services. So I'm very much against wiping out the few that we do have. Thank you.

Response:

See response to comment PI005-01 regarding determination of number of lanes on I-69, and to comment PI006-01 regarding the selection of an interchange at Southport Road.

**PI045 04/06/2017 Public Hearing Oral Comment
Rosemary Price**

PI045-01 Comment:

I also live in the area of the lady who just spoke. I am concerned also with that Southport Road/37 interchange. I vote for the alternate C4B where you leave the apartment complex to the east side of 69 alone and take those businesses alone. I desperately don't want to lose Steak 'n Shake. However, there is land south of Southport Road that was supposed to be developed. That was set aside for business and different types of development at the time Southern Dunes was developed, and just recently the Southern Dunes apartments were put in. I have a map at my house that shows there were supposed to be car washes, bank, several different things in that area. So those businesses could easily relocate to that south side, that southwest quadrant right there. And then you wouldn't have to -- I don't know anyone. I have no interest into the apartments, but I think it would be much easier to relocate those businesses than to make all those people



move out of those apartments. Also, I've already seen an increase, especially in the truck traffic, coming up 37 because they're using 69 up to Bloomington and coming on up. And at Wicker Road and some of those places, it's very dangerous if you're at the intersections where they're coming north. Those trucks come flying through those stoplights sometimes. So I think this will actually make it safer if we can hurry up and get this built.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

PI046 **04/06/2017 Public Hearing Oral Comment**
Jeff Finley

PI046-01 **Comment:**

I saw on the project maps that there's a pretty significant repair or upgrade to Interstate 465 between Mann Road and US-31 that's listed as part of this Project 6 project. I guess I'm curious as to whether or not the 465 changes are dependent upon Interstate 69 or a convenience because a new interchange is going to be required for Interstate 69. Specifically I guess I'm wondering if those could be two separate projects because you could make improvements to 465 today, and that would be welcome. At any rate, I was wondering if these two are dependent upon each other.

Response:

The construction of I-69 will require additional lanes on I-465 from Mann Road to US 31 both because it will add more traffic to I-465 and because lanes will be needed to safely and smoothly handle the traffic movements at the new interchange. INDOT recognizes that this is currently a congested segment of I-465 and that added lanes would smooth traffic flow even before I-69 is completed. It has not yet been decided how construction of I-69 and the improvements to I-465 will be scheduled.

PI046-02 **Comment:**

And secondly just as a personal comment, I'm not in favor of toll roads in any shape or form for this or any others. I've had my share of driving toll roads in busy cities, and I think that it's incumbent upon the state and the federal government to figure out how to pay for these roads and make them convenient to us as taxpayers as well as consumers. And I don't put toll roads on my list of options to be able to do that. Thank you.

Response:

See response to comment PI040-01 regarding planning for I-69 as a non-tolled facility.

PI047 **04/07/2017 E-mail**
Anna Stringer

PI047-01 **Comment:**



I would like to comment on Section 6, the last two miles before merging with I-465. I live on Epler Ave, 1.3 miles east of SR 37 between Bluff Rd and Meridian. Every year, we have these spectacular accidents where drivers over correct after drifting off the road. It is very dangerous to walk along the side of road. Drivers cut through here at night at high rates of speed to get to SR 37 now. The corner of Epler and Bluff is bumper to bumper every morning and night by commuters going in and out of Indy.

Response:

I-69 will connect with Epler Avenue, but the construction work will not extend to the portion of Epler Avenue between Bluff Road and Meridian Street. This comment describes a safety issue on an existing part of the local road network. See response to comment PI018-01 regarding local road improvements.

PI047-02 Comment:

This residential straight stretch of road has open ditches on either side for drainage between 2-4 ft deep. The city says that they will never put in underground storm sewers. And the ditches overflow onto Epler over 3" of rain. I have pictures and locations of flooding, ditches and accidents if you want to see them.

Response:

This roadway section is located outside the I-69 Section 6 project area. See response to comment PI018-01 regarding local road improvements.

PI047-03 Comment:

I prefer C1. Where commuters who are now using Harding St, will continue to do so and where Epler has bridges but no direct I-69 access. This would help our current situation. The fourth option that ties Epler to the interchanges will make our problem worse.

Response:

Alternative C1 was not selected as the preferred alternative primarily because it would be significantly more expensive than the other alternatives. As described in Section 6.2.3.8 of the FEIS, its construction cost is higher due to the cost of bridging or filling the quarry pond between Epler Avenue and Thompson Road. Alternative C1 right of way costs also would be higher due to the increased number of businesses relocated. However, direct access from I-69 to the commercial businesses along Harding Street and existing SR 37 was desirable to many commenters and was included in Alternative C4, and it is included in the Refined Preferred Alternative. Some increase in traffic is expected on Epler Avenue, but much of the traffic using these I-69 ramps to and from the south will be accessing the Harding Street businesses.

**PI048 04/07/2017 E-mail
Michael Pickard**

PI048-01 Comment:



Disappointed with the path you chose for the final leg of I-69 extension. I do hope you put up sound barriers on the highway like they have on I-65 off of the I-465 interchange. Our community does not want the extra noise, congestion and crime that comes with this highway.

Response:

See response to comment PI015-01 for description of INDOT’s noise policy.

PI049 **04/07/2017 E-mail**
Rosemary Price

PI049-01 **Comment:**

I would like to suggest that the Project Team choose the C4B route for the Southport Rd/SR 37 interchange. In my opinion, it would possibly be less expensive to remove the businesses in the northwest quadrant than it would be to tear down all of the apartment buildings on the southeast quadrant. There is ample open area in the southwest quadrant for the businesses to relocate to after I-69 is completed. I believe it would be a great disservice to force 200-300 people to move from the apartments.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

PI050 **04/10/2017 Written Comment**
Mark Nolen

PI050-01 **Comment:**

Completion of I-69 should be given top priority which means that other new highway projects should be deferred until I-69 is completed. I now live in Indianapolis, but I was born in Evansville in 1939. As a young boy I remember my parents talking about a proposed dual lane highway between Evansville and Indy; that was over seventy years ago and that proposal is still not complete. If you look at a present day map of Indiana, all the major and medium size cities are connected to Indy by limited or unlimited dual lane highways by direct route. The only exception is Evansville. I have read that Evansville is one of the largest cities in the United States not connected to its state capital by a direct access dual lane highway. Nearly 350,000 people living in the Evansville area have paid taxes to build highways all over the state in the last 70 years. To be fair it is now Evansville's turn to share in the economic development this new highway will surely bring.

Response:

Comment noted. As detailed in Chapter 2 of the FEIS, Goals 5, 6 and 7 of the I-69 Evansville to Indianapolis project relate specifically to economic development.

PI050-02 **Comment:**



Besides current direct routes are narrow, curvy, hilly, and unsafe to drive.

Response:

Comment noted. The higher design standards of I-69 will improve safety for motorists throughout the corridor.

**PI051 04/10/2017 Public Hearing Written Comment
Don and Roberta Blough**

PI051-01 Comment:

My well will be affected by this project. Well is located in front yard in the right of way.

Response:

Due to the proximity of this property to the embankment of the Waverly Road overpass, it appears that the existing well cannot be avoided. Appropriate compensation would be evaluated as an eligible relocation cost. See response to comment PI002-01 regarding INDOT's relocation policy.

PI051-02 Comment:

Also concerned about drainage along side of property. This drainage comes from current highway. Problem may get worse with overpass on Waverly Road.

Response:

Drainage details will be developed in the next phase as a part of project design. INDOT will assure that drainage for any new or improved road sections constructed for this project meets current design standards. INDOT may not be able to correct existing problems on adjacent local roads, but the project design will not make them worse.

**PI052 04/10/2017 Public Hearing Written Comment
T Liberge**

PI052-01 Comment:

Access ramp to I-69 N from 39 has a tightening radius when approaching (Currently 37). It seems that a constant radius would be safer.

Response:

Adjusting the radius of the loop ramp was considered during the development of alternatives for the DEIS. Due to the impacts that would result to the adjacent streams and floodways, and the additional cost, a change to the radius is not recommended. The current layout meets INDOT design standards for the posted speed.

**PI053 04/10/2017 Public Hearing Written Comment
Pamela Walker**



PI053-01 Comment:

If they put in a sound barrier wall, this will depreciate the value of my trailer.

Response:

Property owners adjacent to proposed sound walls will have the opportunity for additional input before any barriers are installed. See response to comment PI015-01 for a description of INDOT's noise policy.

PI054 04/10/2017 Public Hearing Written Comment
Todd Stafford

PI054-01 Comment:

I was concerned about the wall "Blue Line" on property south of Goodwill and east of Orange St. 3.25 acres zoned B3.

Response:

The Refined Preferred Alternative includes a retaining wall at this location to minimize impacts from side slopes of an Ohio Street interchange ramp. Details regarding the length and height of this retaining wall will be determined during final design. The blue line shown in alternatives mapping represents a potential noise wall.

PI055 04/10/2017 Public Hearing Written Comment
John Lacy

PI055-01 Comment:

Please keep the noise barrier south of the State Road 252 interchange. Noise barriers should be on both sides going up the hill. Currently, noise from SR 37 can be unbearable if the wind is from the south.

Response:

See response to comment PI015-01 for a description of INDOT's noise policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 12 noise receivers south of SR 252 and east of I-69 that would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 900 feet long with an average height of 15.7 feet, with a total cost of \$423,240. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 37 receivers or households at a cost per benefited receiver of \$38,476, exceeding the INDOT Noise Policy threshold for cost effectiveness.

PI056 04/10/2017 Public Hearing Written Comment
Lena Herrington



PI056-01 Comment:

I live in a Habitat Home and I am concerned that the residential area I live in will be bought out by commercial property owner. I cannot sell unless I pay my home off and the state is not that they want it but a commercial investor is you can not sell a habitat home until is is paid off 15 years.

Response:

This property is located outside the proposed right of way of I-69 in the Refined Preferred Alternative.

**PI057 04/10/2017 Public Hearing Written Comment
Barry Staffon**

PI057-01 Comment:

I'm concerned about the proposed sound barrier wall/blue line on the property parcel just adjacent to the Goodwill building on the south side and just east of Pine Drive. It's on the map as 3.25 acres. This property is zoned B-3 and has been for several years. A sound wall across commercial property would be very detrimental.

Response:

Property owners adjacent to proposed sound walls will have the opportunity for additional input before any barriers are installed. See response to comment PI015-01 for a description of INDOT's noise policy.

**PI058 04/10/2017 Public Hearing Written Comment
Rose Edwards**

PI058-01 Comment:

Quick sale because of health

Response:

See response to comment PI002-01 regarding INDOT's relocation policy.

**PI059 04/10/2017 Public Hearing Written Comment
Ralph Foley**

PI059-01 Comment:

I am grealy concerned about Myra Lane going under I-69 at the crest of the hilll (locally known as Ennis Hill) and access to the church both north and south. It seems to me the best alternative was previously suggested as crossing over (say at Teeters) and access on the east side of I-69. This was offered as an alternative earlier.

Response:

See response to comment PI003-02 regarding Myra Lane.



**PI060 04/10/2017 Public Hearing Written Comment
David Griffith**

PI060-01 Comment:

The interchanges planned for Section 6 are reasonable.

Response:

Comment noted. See response to comment PI033-02 for a listing of interchanges for the Refined Preferred Alternative.

PI060-02 Comment:

The time saved such as 11 minutes between Indianapolis and Martinsville is a good benefit. Let's move forward for a safer and improved corridor.

Response:

Comment noted. Reduction in travel time between Indianapolis and Martinsville is one of the performance measures used to evaluate the project's effectiveness in meeting the project purpose and need. Project goals, objectives, and performance measures are described in Section 2.5 of the FEIS.

PI060-03 Comment:

At the Southport Road interchange, Alternative C4B is preferred to reduce impacts to Aspen Lake Apartments. The strip mall at Southport Corner can be sacrificed instead.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

**PI061 04/10/2017 Public Hearing Written Comment
Kim Walls**

PI061-01 Comment:

I think it stinks you want to get rid of my church for a highway. Please rethink your acquisition of Baptist Tabernacle for Burton Lane. The Lord led me to that church and I believe you could go up the road a piece and relocate Rural King and Long John Silvers.

Response:

The Burton Lane overpass is not included in the Refined Preferred Alternative, making relocation of the Baptist Tabernacle Church and Tabernacle Christian School unnecessary. A retaining wall will be placed along I-69 to minimize impacts to the parking area of the site.

**PI062 04/10/2017 Public Hearing Written Comment
Paul and Vanessa French**



PI062-01 Comment:

This new map doesn't take out our property, but we will be about 60'-45' from the exit ramp. Our concern is for the lower property value and not being able to sell if needed. No one will want to live that close to the ramp nor do we. The earlier maps showed our property being taken and now it has shifted the other way. I'm sure if any of you folks had this issue you would feel the same way. Please reconsider our property for relocation.

Response:

Based on the address provided on the comment form, this house is close to one of the SR 252 interchange ramps in the Refined Preferred Alternative, and it appears that at least a portion of the property will need to be acquired. See response to comment PI018-01 regarding partial relocation and INDOT's relocation policy. When right of way lines are finalized as part of final design, a determination will be made whether this property warrants full acquisition.

PI062-02 Comment:

Trucks will be exiting for 252 and we are concerned about the safety and noise as there is no barrier wall planned on this side of the project.

Response:

The SR 252 ramps will be designed to the high safety standards ordinarily applied for interstate highways. With respect to noise, see responses to comment PI015-01 for a description of the INDOT Noise Policy, and comment PI055-01 regarding noise in the vicinity of SR 252.

**PI063 04/10/2017 Public Hearing Written Comment
Randell Wood**

PI063-01 Comment:

My comments are in reference to the overpass at Grand Valley to South Street and Grand Valley to Cramertown Loop. I have been present at most of the meeting and hoped to see the proposed upgrade to South Street and Cramertown Loop when connected to Grand Valley. Your representative told me that the upgrade of those two locations was not their problem. He said the city requested the extensions of those two connections and Grand Valley. So it is their problem, but they do not seem to have a plan nor are they in a hurry to get one. South Street cannot handle the traffic from an overpass. Cramertown Loop can not handle the traffic without an upgrade to at least 4 lanes to the 252 Exchange. The extensions should never be aligned to open without improvements to the connections on Cramertown Loop someone would get injured because of the size of plan lanes and the terminal along the way if it was not improved substantially.

Response:

Projected travel demand growth on these and other roads in the I-69 corridor has been incorporated into I-69 Section 6 travel demand forecasts. Population and employment



growth forecasts in the I-69 corridor were developed with input and review from local planners and economic professionals from all affected counties and towns. The tables in Chapter 5.6 of the FEIS show the projected growth of traffic volumes on major corridor facilities due to both the construction of I-69 and to other development that is expected even if I-69 is not constructed.

The redistribution of local traffic is considered in the review of local service roads and interchanges in a series of decision areas along the corridor, as described in Section 6.3.2 of the FEIS. Section 6.3.2 of the FEIS also describes local road improvements included in the I-69 Section 6 project. These include linkages to the local roadway network and/or grade separations at I-69 to maintain access and mobility for surrounding properties.

The extension of Grand Valley Boulevard, including its intersection with Cramertown Loop, and the intersection of Cramertown Loop with SR 252 are included in the I-69 Section 6 project area. Traffic forecasts indicate that stop control may be appropriate at Grand Valley and Cramertown Loop, and traffic signal control may be appropriate at Cramertown Loop and SR 252. See response to comment PI021-01 regarding the need for a warrant analysis during design.

Outside the project area of I-69, INDOT will continue discussions regarding access with local officials, but it remains the responsibility of local jurisdictions to provide adequate local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

**PI064 04/10/2017 Public Hearing Written Comment
Ben Fisher**

PI064-01 Comment:

For all of the access roads being created, bike lanes would be nice. Bike lanes on the overpasses would be nice, too.

Response:

The project would include bicycle and pedestrian accommodations at interchanges, overpasses, and underpasses where the existing approaching road either has existing bicycle or pedestrian facilities or where the approach roadway is included in the local jurisdiction’s plan for future bicycle or pedestrian facilities. See FEIS Section 7.3.2 and Table 7-2 for information regarding bicycles and pedestrians.

**PI065 04/10/2017 Public Hearing Written Comment
John Phillips**

PI065-01 Comment:

Lets get it done, tired of not knowing when they will take our house. We need to make plans, too.

Response:



See response to comment PI001-01 regarding project schedule.

**PI066 04/10/2017 Public Hearing Written Comment
Connie Hays**

PI066-01 Comment:

Has questions on whether residence is acquired. Not clear on maps. Purple line appears to go over residence but no potential relocation symbol appears.

Response:

It appears that all or a portion of this property would be required for the I-69 project. See response to comment PI001-01 regarding INDOT’s relocation policy.

**PI067 04/10/2017 Public Hearing Written Comment
Garold and Tracey Coy**

PI067-01 Comment:

1) closing off Huggin Hollow. We live at the top by HWY 37 which are not going to be a cul de sac. We will only have one way in and one way out Huggin Hollow Rd is not maintained as a 2 lane road. There is business with big trucks, cannot pass school busses will encounter traffic and turn arounds. Put access road from Huggin Hollow over to Old St Rd 37. I have emailed this several times for overpass at Banta so buses can go over to pickup kids. 2) School bus traffic will encounter large trucks on Huggin Hollow.

Response:

As suggested in the comment, Huggin Hollow Road is realigned in the Refined Preferred Alternative to intersect with Old SR 37 south of SR 144.

**PI068 04/10/2017 Public Hearing Written Comment
Ken Norman**

PI068-01 Comment:

My question is about the water flow into Sartor Ditch. Drainage from Grand View, the Chrysler dealership, and Ford dealership are all presently flowing west (under hwy 37) and into Sarter Ditch. This causes the ditch to overflow during heavy rain. Sartor Ditch flows south to near Ohio Street, where it then flows east (under SR 37). I suggest that the drainage from the east side of the highway stay on the east and connect Sartor Ditch after the ditch makes its way east of the roadway.

Response:

The Refined Preferred Alternative includes proposed ditch realignment to maintain flow on the east side of I-69 in this area.

PI069 04/10/2017 Public Hearing Written Comment



Imogene Burp

PI069-01

Comment:

Interested in Sound Wall at 37 and 39.

Response:

See response to comment PI015-01 for a description of the INDOT Noise Policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 18 noise receivers in the northwest quadrant of SR 37 and SR 39 that would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 1,408 feet long with an average height of 14.1 feet, with a total cost of \$584,460. This barrier would meet the feasibility criteria, and it was determined to be reasonable since it would reduce noise levels for 18 receivers or households at a cost per benefited receiver of \$21,647, which is below the INDOT Noise policy threshold.

Once a barrier is determined feasible and reasonable, the installation of sound barriers is dependent upon several factors; including the views of affected residents and property owners. During final design, additional public outreach will be conducted within the benefited receivers to determine the preference of the residents and property owner with regards to the installation of noise barriers. If a majority of the residents and the property owner favor of a noise barrier, then INDOT would construct a noise barrier.

PI070

04/10/2017 Public Hearing Written Comment

Vickie Roll

PI070-01

Comment:

Now you are taking my church for 44 years and our Christian School. We do not want this road.

Response:

This comment appears to be discussing Baptist Tabernacle church in Martinsville. Relocation of the church will be unnecessary with the Refined Preferred Alternative. See response to comment PI061-01.

PI071

04/10/2017 Public Hearing Written Comment

Steve Find

PI071-01

Comment:

What plans are there for the increased traffic and congestion along the SR-39 bypass? Is this to be undertaken by the city, INDOT, or a combination?

Response:

Per Table 5.6-3 of the FEIS, the average daily traffic volume on SR 39 north of Rogers Road is forecast to be 7,300 vehicles if I-69 is not constructed and 8,600 vehicles if the Refined



Preferred Alternative is constructed. Either of these forecast volumes can be accommodated by the existing two-lane road. Improvements to this state facility are the responsibility of INDOT.

**PI072 04/10/2017 Public Hearing Written Comment
Robert Thomas**

PI072-01 Comment:

Have you considered the extra cost the school systems, Mooresville District? A lack of over/underpass on Banta Road to Huggin Hollow Road, incurs additional travel time and mileage for the busses. In 1986, when I worked for GM as a salesman contact for school districts cost for brakes on a 54 pass bus was \$2500.00 per wheel. I know prices have at least doubled in this time difference. Additional miles on each bus would require large increase of funds need for the repair. Usually each bus needs yearly replacement. With the size of our bus fleet this would be over \$100,000 yearly which will impact our quality of education and/or increase our taxes!!

Response:

Coordination with school districts affected by the project has been ongoing, as described in Section 5.3.5 of the FEIS. It is recognized that there will be impacts to school bus routes and changes in access patterns. Coordination with the affected districts will continue through final design and construction to minimize impacts to school bus routes to the extent possible.

**PI073 04/10/2017 Public Hearing Oral Comment
David Griffith**

PI073-01 Comment:

Looking at the interchanges, ten interchanges are planned. That sounds reasonable.

Response:

Comment noted. See response to comment PI033-02 for a listing of interchanges for the Refined Preferred Alternative.

PI073-02 Comment:

Sixteen overpasses, underpasses, and removal of 14 traffic signals between Indianapolis and Martinsville and Bloomington sounds like a great benefit for safer and efficient travel.

Response:

Comment noted. I-69 Section 6 will result in approximately 200 fewer crashes annually within the SR 37 corridor. See Tables 5.6-5 through 5.6-8 of the FEIS.

PI073-03 Comment:



What I'd probably prefer at Southport Road, C4B, the alternative that would shift the road toward the Southport corner strip mall, that area. It would save the Aspen Lakes Apartments and have the least impact there.

Response:

Option C4B was incorporated into the Refined Preferred Alternative. See response to comment PI006-01 regarding the Southport Road interchange.

PI073-04 Comment:

Pertaining to the route selection, it sounds like a good plan; and hopefully we can move forward.

Response:

Comment in support of Alternative C4 as the preferred alternative is noted. See response to comment PI001-01 regarding project schedule.

PI073-05 Comment:

It's been safe already just driving along southern Indiana on I-69. And it's made a difference and made it easier to get down to Evansville, my hometown. So this road is well-traveled for our students, our athletes, musicians. They travel this road all the way down to the Ohio River to get to Indianapolis for whatever reason. So a safer road would benefit them in the future.

Response:

Comment noted. See response to comment PI073-02 regarding crash reductions in SR 37 corridor.

PI073-06 Comment:

I would ask that the Indianapolis Star and Fox 59, if they could just show the existing new I-69 between Evansville and Bloomington. That would let central Indiana know that progress has been made. It shows all the other interstates but the new I-69, 114 miles, that's a safer road. Thank you.

Response:

Comment noted.

**PI074 04/10/2017 Public Hearing Oral Comment
Bill Skillman**

PI074-01 Comment:

My name is Bill Skillman, Ray Skillman Ford, a local business here in Martinsville. I noticed the access road, the way when you come off of Ohio Street, you're going to take out the Shell station and leave an apartment complex. If you look at the road that's curving and comes back behind my dealership across the creek, it's curvy. It's not really -- it doesn't



look like it's well thought out if you ask me truthfully. You need to make sure that when you build the roads, they're built correctly and built on time where businesses can operate and people can get to your business so you can stay in business. Thank you.

Response:

In adjusting Alternative C4 to create the Refined Preferred Alternative, several modifications were made to the planned local roadway system near the Ohio Street interchange. A new local service road is no longer planned in the vicinity of the Ford dealership. Instead, a local service road from Ohio Street will connect with James Baldwin Drive, which will be used in combination with existing Robert Curry Drive to access the dealership.

PI074-02

Comment:

It looks like it leaves no retail for mostly when you get off an exit looking for gas. Then you turn on the access road coming toward Wal-Mart that's going to go right by our dealership. It just seems to be real hodgepodge. It doesn't seem to be laid out for existing retail to come into that area. I think it's very important that there's enough room for businesses to be along that corridor. If you just make empty lots, it doesn't make any sense to just have empty lots. You need to make it where it's laid out where businesses can go in there and businesses drive up and down through there. But businesses have to survive. A lot of businesses are going to go out of business during this project. We have dealerships on US 31 where when that project went along, lots of businesses went out of business. Little small businesses cannot survive without these projects moving at a quick pace. A two to three year pace will put a lot of these people out of business unfortunately.

Response:

See response to comment PI074-01 regarding modifications to planned roadways in the immediate vicinity of the Ohio Street interchange and Ford dealership. Note that an alternate route will be available to access Wal-Mart and the Grand Valley shopping center, which will not pass by the dealership. It will follow an extension of Mahalassville Road east, then turn north to intersect Grand Valley Boulevard at the Wal-Mart entrance. A variation of this route was recommended by Morgan County.

PI075

04/10/2017 Public Hearing Oral Comment

Tom Gray

PI075-01

Comment:

I'm here as a member of the Prince of Peace Lutheran Church that presently is at the end of Morgan Street. The way the map is drawn and from talking to a gentleman in the cafeteria, that has some flexibility as to where it's going to move. But right now it's over one of our septic fields, and it's going to make it almost impossible for us to maintain a church and our services that we now provide. I ask for purposes of the record that somebody take a real hard look at that. We have a committee from the church, and we talked to people at one time. We would like to talk to them again before anything is really



concrete and so that we can have some more input into where this is going so that if there has to be an alternative, we can approach the powers that be about a possible alternative so that we can survive.

Response:

Representatives from both INDOT and the Prince of Peace church have held meetings discussing the described scenario. The potential impact of the I-69 Section 6 project on the septic fields of the Prince of Peace Lutheran Church are recognized. INDOT is investigating various solutions and will continue to evaluate options as the project proceeds into and through project design. One potential solution is to extend the municipal sewer line along Morgan Street and connect the Prince of Peace Lutheran Church and School to municipal sewer. INDOT and the City of Martinsville are in discussions about this potential solution. Efforts will be continued to allow the church to remain viable on the existing property. See response PI002-01 for an explanation on the INDOT's acquisition procedures.

**PI076 04/10/2017 Public Hearing Oral Comment
Pamela Walker**

PI076-01 Comment:

Presently I live in a mobile home park that you all are planning on taking part of. The mobile home park is owned by the same owners that it is split into two sections by a manmade ditch that Martinsville has made for drainage purposes. Now, they're also going to take out a small bridge once they take those trailers out because they don't really need that bridge anymore. But the landlord says we have to walk our animals in the empty field beside those trailers. So we do need that bridge because one of the gentlemen in the other room said that they were going to take that ditch and make it deeper and bigger. So if we can't jump over it, we need a bridge.

Response:

The Refined Preferred Alternative includes a retaining wall along the west side of I-69 as it passes by the mobile homes along Outer Drive. As a result, most of the mobile homes can remain in place and the impact of the project on Outer Drive is minimized. Drainage plans will be finalized during project design, but there are no plans at this stage to change the ditch or remove the bridge over the ditch.

PI076-02 Comment:

My other concern is that in order to get into the trailer park, we have to come in off Ohio Street and then into the trailer park. Right now the traffic is just horrible getting in and out. And once you guys put that new road in, it's going to make it more complicated and even harder to get in and out. So there would have to be some kind of a stoplight or something to make it easy on us to get in and out. They also told me that they were going to put up some type of a sound barrier that would block the view of 69. Now, I like to sit on the porch and watch the traffic. I won't be able to do this.



Response:

The existing Northwest Avenue access to Ohio Street will be closed, leaving Holden Street as the first opportunity to access the mobile home park from I-69. The Ohio Street/Holden Street intersection is outside the construction area of the Ohio Street interchange. See response to comment PI021-01 regarding the need for a warrant analysis during design. Property owners adjacent to proposed sound walls will have the opportunity for additional input before any barriers are installed. See response to comment PI015-01 for a description of INDOT’s noise policy.

PI076-03

Comment:

So between all of this with the traffic and the sound barrier going up, it is very much going to depreciate the value of my trailer that you guys are not planning on taking out because the other side is a bridge. And I would like you guys to consider those of us that has to live right by that bridge because I'm just two trailers down from the bridge. Thank you very much.

Response:

Comment noted.

PI077

04/10/2017 Public Hearing Oral Comment

Kevin Buetow

PI077-01

Comment:

My comment kind of hinges off of Mr. Gray's with truly taking an economic impact to 69 coming through Martinsville. Looking at plans as they are proposed, just having simply an overpass to things like Walmart and those restaurants over there, for any of those that have traveled across country like myself going back and forth from military bases, when you're going to get off an interchange and you're looking for food or you're looking for a quick way to get food or something at a store, if you see something like a gas station that's more than half a mile off of the interchange, you're not going to pull off the road there. You're going to look for somewhere closer. So I would just urge that the economic impacts of looking at how far travelers are going to have to go to get off of the road to access existing restaurants and other services in the town are going to have to go because if you're traveling from Bloomington to Indianapolis, for example, and you aren't familiar with the back roads of Martinsville, if you need to stop off and get gas or you're looking for a quick bite to eat, you're not going to be able to do that with how it's currently proposed. So I would just strongly urge that those impacts be looked at a little harder than they appear to be at this time. Thank you.

Response:

Land use planning and zoning activities to support economic development are conducted with local governments and local economic development agencies. INDOT has worked closely with those officials in planning I-69 Section 6 through land use panels and



community advisory committees. See response to comment PI003-01. Community Advisory Committees are described in Section 11.3.2 of the FEIS.

PI078 04/10/2017 Public Hearing Oral Comment
Paul Parker

PI078-01 Comment:

My name is Paul Parker. We have a family business in the industrial park here in Martinsville. We're located on Robert Curry Drive and James Baldwin. I've spoken to a lot of the other owners of businesses in the industrial park. If the proposal goes through as it's drawn, it's going to basically create a shortcut for people to drive through the industrial park to get to the trailer parks and those areas next to us. It's a genuine safety concern for us simply because a lot of times we have to have our forklifts out in those streets to unload our trucks because we get two or three trucks at a time. It really creates a traffic issue. A lot of times if we have to unload steel beams or something, it's all done in the street. That's where the trucks have to be. What we would like to see happen is Robert Curry be turned into a cul-de-sac or dead-ended so that our industrial park does not have access for everybody to -- you know, we'd just kind of like to be on our own because being industrial is hard enough. But having through traffic that's going to be increased like this is really going to create a problem for us. So that was all I'd like to say. More impact on that area.

Response:

The Refined Preferred Alternative includes local service road adjustments to terminate Robert Curry Drive as suggested. See response to comment PI074-01. A different route will be provided to the Wal-Mart area from Ohio Street. See response to PI074-02 regarding this local service road.

PI079 04/10/2017 Public Hearing Oral Comment
Melvin Clark

PI079-01 Comment:

I'm the director of the Nazarene Food Pantry, which is right across the street from here. It looks like from last year they were showing the line going through the pantry. This year it looks like the line is right behind the pantry, which I don't have a problem with that as long as it doesn't take the pantry out. I know that's maybe minor to a lot of people, but we service between 8,000 and 10,000 people a year in helping with food. I would just ask that if it is possible that the wall goes right behind the pantry on the highway direction there, that it would help us out tremendously. The building has only been there since 2010. So it's not an old building. I would just ask for your consideration that you would look at it with enough hope that maybe we could spare the pantry and continue on with the project. I appreciate your time.

Response:



Review of the Refined Preferred Alternative indicates that the right of way line will be approximately 20 feet east of the southeast corner of the food pantry. As such the food pantry will not be directly impacted even though strip right of way will be required from the church property. Potential opportunities to avoid and minimize impacts to this property will continue to be explored during final design.

See response to comment PI002-01 regarding INDOT’s Relocation Policy, and response to Comment PI018-01 regarding partial relocations.

PI080 **04/10/2017 Public Hearing Oral Comment**
Danny Gernard

PI080-01 **Comment:**

My concern is, where South Street is going to go over Wal-Mart, Grand Valley Boulevard and all of that, South Street is a very narrow street. And this is something that's been on my mind for a long time. There's a lot of kids that walk to school there. I take my daughter to the high school every day, and the buses come down through there. When the buses come, there's a factory there. The road is really narrow there. I'm thinking all this traffic is going to be going through there even more so now going to the Wal-Mart. Plus you've got the apartments on the corner of Home Avenue and South Street, which is kind of compacted right in there. I think there needs to be some input put on that to see how that's going to work as far as all this traveling through there. Plus South Street is a little street. If it's going to put more traffic on South Street, it's going to be even worse, especially for kids walking to school. I'm wondering also if it's put in, over on Ohio Street like the lady at the trailer park was saying, maybe that won't be so bad on her because a lot of people will be going on South Street instead of using Ohio. But then again, maybe not. So is Ohio Street going to be more crowded? I think there needs to be some input and more investigation put in on those two areas as far as impact. That's all. Thank you.

Response:

See response to comment PI074-02 regarding Ohio Street, and comment PI063-01 regarding South Street and Cramertown Loop .

PI081 **04/10/2017 Comment Form**
Anthony Yates

PI081-01 **Comment:**

With the emphasis on the final phase of I-69 extension being more and more presented as an economic growth advantage, I am concerned with the layout as it affects my property directly. I believe, as the layout exists today, with the placement of the access road being on my west property line, that when the large tract of property to the west of my property is commercially developed that I will be trapped between I-69 and the access road with a small 1.5 acre piece of property and will be dramatically limited if not frozen out in being able to participate in any development that comes. Additionally, the current access road layout from Smith Valley Road to County Line Road requires the destruction



of a house and out building to connect to Fairview Road, whereas if the access road would be placed alongside I-69 from McCarty Mulch to Fairview as it is from Fairview to County Line Road, I believe that the 3 properties bordering Indy Family Farms property immediately on the east will be in a very much more advantageous position to become a part of whatever commercial development may come. It also will keep ALL vehicular traffic on one side (east) of my property.

Response:

In the Refined Preferred Alternative, the local service road is aligned through this area to be located along I-69, as suggested in this comment, which addresses most if not all the noted concerns.

PI081-02

Comment:

Secondly, as my house is laid out on my property it is oriented completely for access from the east i.e. garage. Also the northern most point of my house is within about 5 feet of the northern property line leaving no room for a driveway from the west to pass. Entering from the south side of the property would pass over my septic system requiring it to be relocated, which would be complicated since my water source is a well.

Response:

With the local service road located east of the property along I-69, access will continue to be from the east, as it is now. See response to comment PI081-01 regarding the location of this local service road.

PI081-03

Comment:

I also am aware of the efforts within Johnson County and particularly White River Township of producing a master plan for development along the S.R. 37 / I-69 corridor.

Response:

This master plan is documented in the DEIS and FEIS, and has been considered in planning for I-69 Section 6. See Section 4.2.2.2 of the FEIS.

PI082

04/11/2017 E-mail

Anna Stringer

PI082-01

Comment:

My family are long time Indianapolis Southsiders. I grew up on Bluff and have family that live on Bluff Road and Edgewood Avenue. My husband and I bought a house on Epler in 2008. Additionally, Epler goes nowhere. To the east, it jogs at Shelby and ends at McFarland. It has a 30 mph speed limit and is also a designated bike route and has a grade school entrance. It is my understanding from others that it is cost prohibitive to put Thompson through and it is too close to I-465 ramps. That is unfortunate since it runs due east across the county and is 4 lanes in multiple places. Thompson going through would eliminate the need for an Epler ramp. My second choice is that you put in bridges for Epler



or dead-end Epler into Kopestsky Drive on the east side of I-69. Then rework Harding Street as a frontage road of sorts from Southport to Thompson with access to the entrance/exit ramp system of I-69 and I-465 to encourage an even distribution of traffic coming from the east. This would also help commercial development in that area. I have complained to the City repeatedly about the flooding and accidents since we bought this house. Please don't make this situation worse by giving an unsuitable road an interstate exchange.

Response:

The Epler Avenue ramps are needed to maintain access to businesses at the existing Harding Street interchange. In addition, Epler Avenue is needed to provide access to and from the Sunshine Gardens neighborhood. A direct connection will be provided from Epler Avenue to Harding Street just east of I-69 to provide the mobility benefits noted in this comment.

PI082-02

Comment:

I am enclosing pictures of flooding and accidents that Epler Avenue experiences on a regular basis between Bluff and Old Meridian (between 700 W and 200 W). This area is an old river bed with a high water table. The flooding occurs at 3 inches of rain, overflows the ditches into the streets. The City subcontractors just dig the ditches deeper. On our side of the street, they are 2.5 feet to 4 feet deep with little shoulder, steep slopes and no guard rails. The city says that they will never replace the ditches with underground storm sewers. The accidents occur because there is no "factor of safety" here. Homeowners on our street call the ditches, their "moat" because, most of the time, it keeps the out of control cars from hitting their house. According to the neighbors, a driver was killed at my culvert before we bought our house. EVERY year we have lived here, there have been accidents on this perfectly straight section of road due to these ditches.

Response:

See response to comment PI047-02 regarding safety and flooding issues on Epler Road outside the I-69 project area.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement





I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement





PI083 **04/11-2017 Letter**
George Reed III, President, Professional Golf Cart Corporation

PI083-01 **Comment:**

To Whom It May Concern, The current plans for the frontage road east of SR 37/I-69 around Industrial Boulevard, James Baldwin Drive and Robert Curry Drive will result in the displacement of our business. In 2014, our property, located on the southwest side of Bloomington at Fullerton Pike and SR 37/I-69, was acquired for an interchange, which in turn caused us to move to our current location at 255 Robert Curry Drive. Prior to purchasing the property at 255 Robert Curry Drive we reviewed the plans for I-69 through Martinsville to see if the aforementioned property was going to be affected by the highway project. All alternate plans at that time showed the possibility of a small portion of the northwest corner being procured for a frontage road. In the time since we moved, we have had the understanding that the frontage road was going to follow Robert Curry Drive and bypass our company completely. Now, the plans for Section 6 have the frontage road going right through our property. Currently, Industrial Boulevard or James Baldwin Drive and Robert Curry Drive are available for the frontage road. Respectfully, we request that these roads be used instead of going through our property. By using these roads, this will help with traffic control as the proposed frontage road appears to be designated to be more of a "drag strip" versus a slower traffic pattern. Utilizing the existing roads would



save the acquisition of up to 5 properties and the overhead and labor needed to build a brand-new road. Also, since moving to Martinsville, we have added thousands of dollars to the Martinsville economy in taxes, goods and services purchased, as well as employment opportunities for the community. If forced to relocate, who knows where that relocation will take place. If not forced to relocate, this will allow us to stay where we have been located for less than 3 years and save the state a great amount of money in construction, property acquisition and relocation costs.

Response:

Changes in the planned local service roads in this area have eliminated the need to relocate this property. See response to comment PI074-01 regarding local roadways in the vicinity of the Ohio Street interchange.

PI084 **04/11/2017 Comment Form**
Barbara Briant

PI084-01 **Comment:**

At the public meeting, I learned my home is not going to be affected by the I-69 construction unless plans are changed again. My next concern is increased traffic on Duo Drive. It is already used as a connection between the shopping center of Ace Hardware / Trader Baker to the shopping center of Rural King / Kroger. Large trucks are not supposed to use it, but do so anyway. Once I-69 construction in this area begins, traffic will increase on Duo Drive. Our street is already a lumpy, bumpy stretch of patch-work, especially on the eastside. It will become worse.

Response:

Duo Drive will not be designated as an alternate route for traffic during construction of I-69. Concerns about illegal truck traffic on Duo Drive should be brought to the attention of the City of Martinsville for potential signage or enforcement changes.

PI085 **04/12/2017 E-mail**
Bill Herring

PI085-01 **Comment:**

In many respects construction of I-69 will split Morgan County. Generally speaking, motorized traffic going north and south several miles to Indianapolis and Bloomington will be helped by I-69. Shorter trips not so much --or not at all. And, for many people trips to destinations east and west of I-69 will not be shortened at all in terms of distance traveled or time to travel. Consequently, the locations and design of interchanges, overpasses, underpasses, frontage roads, etc. become very critical in minimizing the negative aspects of I-69 construction on motorized vehicle traffic and on pedestrian and bicycle traffic. Thank you for considering my comments. I am sure you will also be hearing some excellent ideas and requests from people representing county and city park and recreation agencies.



Response:

The observations regarding mobility after I-69 Section 6 is constructed have been carefully considered in planning for the facility. I-69 will provide significant increases in regional accessibility. It also includes many grade separations and local road connections to serve those crossing I-69.

See response to comment PI064-01 regarding the accommodation of pedestrian and bicycle traffic.

PI085-02

Comment:

In order to help minimize the negative impacts, many of the planned overpasses must be designed and built to safely accommodate a large number of pedestrians and bicyclists. For Martinsville proper the planned overpasses at Grand Valley Shopping Center and at Burton Lane are critical. Additionally, to safely handle what may become a considerable amount of pedestrian and bicycle traffic north of Martinsville, the planned overpasses at Waverly Road and Egbert Road should be designed and built to safely accommodate these needs. Bicyclists, runners, and walkers from population centers west of I-69 (particularly along Mapletown Road and Egbert Road), the school at Waverly, and the new Old Town Waverly Park, will want to have the opportunity to continue accessing the more rural eastern portion of Morgan County via properly built overpasses. Please do what you can to improve safety and the quality of life through improved connectivity outdoors.

Response:

See response to comment PI064-01 regarding the accommodation of bicyclists and pedestrians.

PI086

**04/12/2017 E-mail
Destiny Fleener**

PI086-01

Comment:

We are on the map for relocation, and I had a few more questions to ask that I forgot to ask at the meeting. Can we get our realtor involved? With the inspection of our new home that is chosen, who is responsible to pay for the inspection and appraisal for that new home? Thank you! I will most likely have more questions but that is it for now.

Response:

See response to comment PI002-01 regarding INDOT's Relocation Policy.

PI087

**04/12/2017 E-mail
Destiny Fleener**

PI087-01

Comment:

Also, is there an option for building?

Response:



See response to comment PI002-01 regarding INDOT’s Relocation Policy.

PI088 **04/12/2017 E-mail**
Josh Kennedy

PI088-01 **Comment:**

I currently drive SR 37 from Smith Valley Road to Indianapolis twice a day 5 days a week and 3-4 times a week from Indianapolis to Bloomington for work. This is already a very heavily traveled road and completing it into I-69 is going to probably double what it is now. Especially with truck traffic. I'm really to [sic] against I-69 but I'm really not for it either. I've been driving this road daily for almost 15 years. I guess I don't really see the need for it honestly. The better option would probably just would have been add a travel lane in each direction between 144 and 465 and maybe do the overpass roundabout like on Keystone Avenue at every intersection that currently has a stop light except for maybe Edgewood or Banta just to get rid of the stoplights. I'm sure it's cheaper to do it now versus doing it later. REMEMBER DO IT RIGHT OR DO IT TWICE! Thanks for your time.

Response:

Design for I-69 Section 6 (including interchanges and local service roads) uses forecasts for the Design Year 2045. This will provide adequate capacity to serve traffic for at least 20 years after the facility opens to traffic.

PI088-02 **Comment:**

Harding Street interchange with I-465 will remain in place with the construction of I-69, allowing access both north and south of I-465.

As for farther north, keeping an exit to leave I-69 and continue on 37/Harding Street towards Thompson Road and I-465 is an absolute must. Similar to how I-69 on the north side continues on into Binford Boulevard. Not all the traffic on SR 37 exits onto I-465. A lot of us still continue on into Indianapolis.

Response:

The existing Harding Street interchange with I-465 will remain in place with the construction of I-69, allowing access both north and south of I-465.

PI088-03 **Comment:**

I've also heard rumors of Section 6 being a toll way to help pay for the project. Is this true? If it is I can guarantee I will avoid using I-69 at all costs, and I'm sure lots of other people will as well. Which will in the end just add more traffic onto Morgantown Road and Bluff Road. Which will probably happen anyway for people who just won't want to have to deal with driving on I-69.

Response:

See response to comment PI040-01 regarding planning for I-69 section 6 as a non-tolled facility.



PI088-04 Comment:

I personally think more exits are better than less exits and more travel lanes are much better than less. Not doing it is just going to put more traffic on County Line Road and Smith Valley Road, which are already very heavily traveled now, especially during morning and evening rush hour. The same goes for Olive Branch Road as well. Not having an exit there will also end up increasing the traffic on Smith Valley Road.

Response:

See response to comment PI005-01 regarding how the number of travel lanes on I-69 are determined, and the response to comment PI033-02 regarding the number of interchanges.

PI088-05 Comment:

I really think it is a mistake not to put an exit at Fairview Road. Just to recap definitely please consider adding interchanges to Fairview Road and Olive Branch Road. At bare minimum put in an overpass for each one and connect them to County Line and Smith Valley roads. Are there any plans on widening Smith Valley between I-69 and 135? It will need to happen sooner than later.

Response:

See response to comment PI014-01 regarding the proposal for an interchange at Fairview Road. See response to comment PI033-02 regarding interchange spacing guidelines applicable to Fairview Road and Olive Branch Road.

Grade crossings (overpasses or underpasses) were considered at both Fairview Road and Olive Branch Road, but they were not recommended due to cost and impact issues. Section 6.3.2.5 of the FEIS, the evaluation of a Fairview Road grade crossing is described for Decision Area 5-4, and an Olive Branch Road grade crossing is described for Decision Area 5-2.

A Fairview Road overpass was evaluated as an alternative to the proposed continuous local service road on the west side of I-69. The primary purpose of either of these options is to provide access to property along the west side of I-69. Constraints west of SR 37 would make it expensive to provide both an overpass and a continuous service road. Both Bluff Road and Morgantown Road are available for north/south travel on the east side of I-69, so few vehicles would be expected to cross to the west side of I-69 to travel north and south. See response to comment PI042-01 regarding an overpass at Olive Branch Road.

Regarding Smith Valley Road improvements outside the project area, see response to comment PI018-01.

**PI089 04/12/2017 E-mail
Steve Spall**

PI089-01 Comment:



I live in Johnson County at 1277 Mount Pleasant East Drive, Greenwood, IN 46143. We are very close to the Marion County and Johnson County borderline. Which county would be responsible for road improvement on County Line Road from U.S. 135 to the new I-69 interchange on County Line Road? I understand the road will increase from 2 lanes to 4 lanes. Who would I contact for more information? Any information would be appreciated. Thank You.

Response:

The City of Indianapolis Department of Public Works is responsible for maintaining County Line Road.

PI090 **04/13/2017 E-mail**
Eric Vermillion

PI090-01 **Comment:**

After careful study I agree with the majority of the plan as it is now. However the one area that doesn't make sense to me is the Fairview Road intersection with I-69 in WRT. Why end it and not connect it to the Westside access road? There is a large amount of population east of I-69 and south of Fairview in this area, and if the underpass were here the flow of traffic north during morning commute could go up Bluff OR under I-69 to the westside access road and then north to join the County Line exit to the north, lessening traffic on Bluff. The way it is now appears to put undue stress on the Bluff Road access to the exit.

Response:

See response to comment PI-088-05 regarding an overpass at Fairview Road.

PI091 **04/14/2017 E-mail**
Elizabeth Bloomquist

PI091-01 **Comment:**

So much safer with Southport Road over the interstate.

Response:

See response to comment PI006-01 regarding the interchange at Southport Road.

PI092 **04/14/2017 Comment Form**
Peggy Holzworth

PI092-01 **Comment:**

My husband and I attended the meeting at Martinsville High School on 4/10/2017. It was informative and all I-69 staff were well-prepared and helpful. I noticed on the map for the location from SR 252 to SR 44 to East Morgan Street does NOT appear to have a sound abatement wall along the NW side of the proposed I-69. Our home does not have a pink



dot but our next door neighbor's home at 69 Judy Drive does. To me that means I-69 will be close to our property. I request reconsideration for a sound abatement wall in that location. Thank you.

Response:

See responses to comment PI015-01 for a description of the INDOT Noise Policy, and to comment PI055-01 regarding noise in the vicinity of SR 252.

PI093 **04/15/2017 E-mail**
Jennifer Summers

PI093-01 **Comment:**

Please do not close Fairview Road to the I-69 extension. Can't the interchange be put in at this location also as an alternative exit besides County Line and Smith Valley/144?

Response:

See response to comment PI014-01 regarding a potential interchange at Fairview Road.

PI094 **04/16/2017 E-mail**
Bill Campbell

PI094-01 **Comment:**

I have seen the plans for I-69 with an overpass at either Waverly or Whiteland Road. This will send hundreds if not thousands of cars clear down into Waverly. This will cause congestion for the Harrison Fire Department and the school right next to it. Also, the roads will all have to be redone to handle the traffic, lights put up, adjustments to peoples' property, etc. Also Whiteland Road has been closed in the past because of a winery show. Solution. You have almost entire fields all the way to 144 on the east side from Waverly. Also there is a park or something planned in the field at the corner of 144 and SR 37 on the southeast side. Having the access road run from Waverly to 144 will also give them a lot of road frontage to get in and out of their complex. I hope you decide to put this access road into your plans for I-69. It will save a lot of time for people coming from the eastside to get to 144.

Response:

FHWA guidelines provide for a minimum of 3 miles spacing between interstate highway interchanges in rural areas and 1 mile in urban areas. These guidelines maximize the cost-effective use of capital funds, as well as provide for safe traffic operations in urban areas. There is no compelling reason to consider a rural interchange approximately 1½ miles from the SR 144 interchange.

As the FEIS describes (Section 6.3.2.4), the analysis of Decision Area 4-4 identified Waverly Road as the location for a grade separation in this area. It was identified by emergency providers as best supporting routes within their service areas. It was preferred by the



public and stakeholders at public meetings. It also avoids the need to relocate an electric transmission tower.

A local service road will be provided from Waverly Road to Whiteland Road to provide access from east of the I-69 corridor to the west of the corridor.

PI095 **04/16/2017 E-mail**
Connie Ifert

PI095-01 **Comment:**

I feel that taking the route to the east would have less impact on the local businesses along Southport Road. The west side route will impact all the businesses along Southport Road as well as further north along SR 37 up to Epler Road.

Response:

See response to comment PI006-01 regarding the interchange at Southport Road.

PI096 **04/16/2017 E-mail**
S Rene Jolliffe

PI096-01 **Comment:**

Will the Pines Apartments (the building for 1 bedroom apts in them) be affected? This building is parallel to 37/69. Thank you for ur answer. Sincerely S. Rene' Jolliffe. PS when is the next meeting?

Response:

The Refined Preferred Alternative includes a retaining wall along the west side of I-69 as it passes by the Pines Apartments. As a result, relocations are not anticipated at Pines Apartments.

PI097 **No Date Comment Form**
Anonymous

PI097-01 **Comment:**

When contractors put bids in it would be "best" to provide "bonuses" for job done before deadlines and penalties for job done after deadlines. Plus have them work "double shifts" to get project done quickly [it will disrupt bonus and contractors] "heavy" construction can be done during the day and "light" overnight like paving and pouring concrete.

Response:

See response to comment PI030-01 regarding early or late completion provisions for INDOT contracts.

PI098 **04/17/2017 E-mail**
Gregg Delp



PI098-01 Comment:

Please include a sound barrier from County Line Road to Smith Valley Road. Thank you.

Response:

See responses to comment PI015-01 for a description of the INDOT Noise Policy, and to comment PI029-01 regarding noise from County Line road to Smith Valley Road.

**PI099 No Date Comment Form
Lawrence Bryan**

PI099-01 Comment:

1. You all should be commended for, in general, outstanding work under difficult circumstances. You can't please everyone. 2. List of personal priorities: full completion of the new frontage road west of new I-69 connecting Morgan Street to Mapleturn Road prior to construction of our portion of new I-69. -If at all possible, widen this frontage road (including access via Kristi Road) to accomodate both vehicle and emergency (including fire trucks) and their safe use of this new access from our area and vice versa. . . traffic will certainly increase. Please do consider a full or half diamond interchange at Egbert Road . . . traffic on previously noted frontage road may well become expansive over time. Based upon conversations with Martinsville Mayor Kohl, it appears she is reasonably pleased. Good.

Response:

Construction phasing has not yet been determined, but local road improvements and access alternatives are likely to be constructed prior to upgrading SR 37 to I-69.

Based on feedback from the Washington Township Fire Deparement, the intersection of Reuben Drive and Kristi Road is proposed to allow right turns from westbound Reuben Drive to northbound Kristi Road and from southbound Kristi Road to westbound Reuben Drive. This intersection is too close to the SR 44 interchange exit ramp to safely allow left turns from southbound Kristi Road to eastbound Reuben Drive.

An interchange at Egbert Road was considered during the development of preliminary alternatives for I-69 Section 6, but the interchange location at Henderson Ford Road/Centennial Road was preferred. This is discussed in Section 2.2.3.2 of the Preliminary Alternatives Screening Report provided in Appendix EE of the FEIS.

PI099-02 Comment:

The I-69/SR 44/SR 252 still appears to be a potentially risky interchange . . . will need excellent signage; again . . . thanks for access to and from the new frontage road noted above.

Response:

Split diamond interchanges such as this are not uncommon, especially in urban areas. It is correct that adequate signage is essential to guide motorists through the interchange.



There are precedents in place for similar interchange layouts at other locations. Signage will be installed in accordance with the Indiana Manual on Uniform Traffic Control Devices.

PI100 **04/17/2017 E-mail**
Andrea Findley

PI100-01 **Comment:**

Your new plan of the only interchange being State Road 144 makes me (and several others) go out of our way 10 - 15 minutes depending on (road conditions and traffic) to get to I-69. There are many commuters who live south of Whiteland Road. For those of us who travel Whiteland Road or Banta Road to get to SR 37, it would benefit us if you made Banta Road an overpass (as you did for those who travel Stones Crossing Road) connecting to a Huggin Hollow Road (as a service road). This much added time will cause my 6:00 am commute that much longer. I already have a long day because I get up at 4:30 am. Also, the meetings have been in Morgan County and Marion County, but none have been in Johnson County. This road does affect many of us in Johnson County, so make these meetings more accessible to us.

Response:

It is recognized that the limited access requirements of interstate highways result in longer trips for some local travel, in this case for some motorists who currently use Whiteland Road or Banta Road to access existing SR 37. Alternate routes from the area south of Whiteland Road are provided by the link from Whiteland Road to Waverly Road, then Old SR 37 to SR 144, or Whiteland Road to CR 625 to CR 144. These routes are roughly 2 miles longer from the Whiteland Road/Banta Road intersection to the SR 144 interchange than the route suggested in the comment. Loss in travel time with these diversions will be offset to a large degree by travel time savings on I-69.

PI101 **04/18/2017 E-mail**
Deanna Barley

PI101-01 **Comment:**

We were offered \$93,000 in 2008 after a flood, but since we had flood insurance, we forced to refuse due to the state demanding \$80,000 returned insurance so as not to profit (home purchased in 1982-we deserve to profit from sale of home). The current map shows the highway behind our home turned into interstate and no wall and on/off ramp traffic on either side and increased frontage road traffic, and half of our small backyard being purchased for I-69, while all of the other homes have been purchased in 2008. I can't imagine how horrible this would be. I believe a fair offer is warranted on it's entirety. I think the noise level alone would ensure this as well as the safety factor of a standalone home amidst this heavy traffic.

Response:



Revisions associated with the Refined Preferred Alternative show this property as fully rather than partially within the planned right of way. INDOT’s Relocation Policy provides for reimbursement of fair market value for property. See response to comment PI002-01 for information regarding INDOT’s Relocation Policy and INDOT contact information for questions regarding your specific property.

PI102 **04/20/2017 E-mail**
Jeff Buster

PI102-01 **Comment:**

As taxpayers in Indiana, we do not understand why you are not following the lowest cost route you proposed through Mooresville to the airport. Not only is it cheaper but it also catches industrial parks and the airport. We were told that public opinion swayed your choice. Well we had an opinion and you don't care that we have been fighting for years. We were told at the meeting that you were worried that traffic would get off at Martinsville and use SR 37 not I-69. NO commercial driver would use 37 and stop at traffic lights if they didn't have to, especially since they are trying to get to warehouses in industrial parks or by the airport anyway. Vacationers and travelers are going to use their GPS systems. If you took I-69 from the Liberty church area exit across the fields south of Martinsville to 67, you would save millions of dollars not having to build through Martinsville. You would also avoid the expensive area of Southport Road. I am surprised that Indiana taxpayers statewide haven't filed a lawsuit over the waste of their tax money by your not using the most sensible and economic route. Even if you came up 37 and crossed at Henderson Ford, as the cheapest plan showed, you would still save millions, or was it billions? When you tell us you have no money to even start this section, it is alarming that you would shrug off spending an exorbitant amount of money that you could save by taking the more reasonable and useful route. It is really unfair that we protested and rallied and fought for 10 years and we were ignored, then Mooresville did the same for a few months and were successful - costing ALL taxpayers a ridiculous amount of money, a less useful route, and a lot of resentment. The attorneys are flooding us with invitations and educating the land owners on how to get the highest price for their property. I guess if you are definitely coming this way and don't care how much you have to spend to do it, we will call our attorney and be waiting for you.

Response:

Alternatives through Mooresville were evaluated along with other potential routes between Martinsville and indianapolis based on performance, cost, impacts and public input before selecting the final route for I-69 Section 6. The evaluation and basis for the decision to utilize the SR 37 are documented in Section 3.4 of the FEIS.

PI103 **04/21/2017 E-mail**
Jim Barley

PI103-01 **Comment:**



I just want to go on record that I do not agree with not purchasing our property in full. I'm sure that will not be a very good situation for us during and after construction. I feel like I can't even sell the property before hand because of I-69. According to your map, the northbound exit ramp to Ohio Street will start at my back door. I do not think that will be safe for my family. Please acknowledge confirmation of this email.

Response:

See response to comment PI101-01 for information regarding this property.

**PI104 04/21/2017 E-mail
Bob Wilson**

[Note: Comment divided into 11 points, designated a) through k). These 11 elements are provided in their entirety. Their order is rearranged to group points with related comments. See Volume III, Part B of the FEIS for copies of comments as originally submitted.]

PI104-01 Comment:

Concerns / ideas for Section 6: a) please maintain 2 lanes in both directions at all times during rebuild. Maybe upgrade one side to temporary 4 lanes both directions then totally build the other side, then move everyone over and rebuild that side. Or maybe divert all to 67 for a few months to get some major work done (WITH setting traffic lights to make it flow). b) make the total construction time as short as possible. Hyperfix downtown Indy was cool. Get contractors that can/will work 7 days per week and give them huge incentive clause to complete on time/ahead of schedule.

Response:

The ability to maintain adequate traffic flow during construction of I-69 has been considered during identification of the preferred alternative. Detailed plans for maintaining traffic during construction, however, will be developed with design plans. These plans will consider disruptions to travel and access in the corridor, the safety of road users and construction crews, and the need to complete the project in a reasonable timeframe.

PI104-02 Comment

c) I drive the Bloomington to Indy leg and back every day. It's clear through I-69 - especially truck - traffic has increased. It's critical to get this last leg done quickly. d) please include the center cross over protection (cable system) where there will not be center concrete partition. Crossover head-ons are a high rate of fatality. g) I drive this some days before 5 am. Please make sure adequate lighting where necessary. It's really dark now. k) very concerned about all the lights in Martinsville when Section 5 is done until Section 6 is complete. Full on highway traffic being stopped. It jams a lot now, especially when IU event or students in or out. Please have plan for that. I celebrate every time I go under Vernal Pike; that light was the biggest nuisance ever.



Response:

See response to comment PI001-1 regarding the schedule for construction. Comments regarding the safety benefits of median barriers, median cable systems, and lighting are noted. Details regarding these elements will be developed during the design phase. Peaks in Martinsville traffic levels related to sporting events and other activities in Bloomington will be accommodated more efficiently and safely when I-69 Section 6 is completed.

PI104-03

Comment:

e) consider bicycles on the over/underpass designs please - especially those that go over the river - Southport, 144, Henderson Ford and Martinsville area. Bicyclists ride a lot in the SW quadrant (Brooklyn to Wilbur, Martinsville, etc). to get there from Indy, Greenwood, must go on one of these busy roads now AND share with gravel and concrete trucks. They can be rude and not share the road.

Response:

See response to comment PI 064-01 regarding accommodation of bicycles and pedestrians.

PI104-04

Comment:

f) strange how this entire i-69 project doesn't have a rest stop. There's a gas station south of Sample Road in Section 5 that there is a huge restroom line on any busy day. Coming from a game or the lake, people are going to have to stop. If no rest areas, then make sure many private options are available (gas stations, restaurants). If Martinsville loses all of its to overpasses, it won't be good. I see long restroom lines in Martinsville too in the summer at gas station.

Response:

Comment noted. The I-69, Section 6 project area is a mix of urban and rural land use. Ten interchange access points have been identified over the 26-mile stretch of interstate roadway. It is anticipated that a combination of existing and future business developments will offer restroom facilities at these locations. Note that although it is not yet constructed, a rest stop has been planned for Section 3 of I-69, where facilities are more limited.

PI104-05

Comment:

h) at Southport, take out (relocate) the businesses, not the apartments.

Response:

See response to comment PI006-01 regarding the selected option for the Southport Road interchange.

PI104-06

Comment:



i) leverage Section 5 completion any way you can. Further delay is good for no one. I drive it daily and still see more days where there is nothing going on than days where there is progress.

Response:

Comment noted. Construction of I-69 Section 5 is scheduled for completion in 2018.

PI104-07 Comment:

j) I like a lot the work done so far, the consideration for many routes, the proposed solution, good work, thanks. I'm not kudo-ing this route, another may have been as good if the studies had proved it to be.

Response:

Comment noted. See response to comment PI102-01 regarding route selection.

**PI105 04/21/2017 E-mail
Ralph Moore**

PI105-01 Comment:

I heard that Mullinix Road would become an "Access road" when this project is completed. Is this true? What is an access road? If this is true would Mullinix Road have to widen?

Response:

"Access road" or "local service road" are terms used for local roads that link with I-69 access points to connect with the local roadway system and provide access to property. Mullinix Road is a local road that intersects with Smith Valley Road near the Smith Valley Road interchange. A roundabout interchange is proposed at this intersection since it will be in close proximity to the roundabout planned at the Smith Valley Road ramp terminal intersection. Adjacent roundabouts work more effectively together than a roundabout and a traffic signal when the intersections are closely spaced.

**PI106 04/22/2017 E-mail
Joseph Filipczak**

PI106-01 Comment:

It is maddening to see I-69 being delayed constantly by a group of Bolsheviks from Bloomington, Indiana. Over 30 years ago I attended a meeting here in Evansville when the entire project was estimated at \$700,000.00. Because of these delays, the project is now costing three to four times or more. What a travesty. They should be required to file a Replevin Bond to cover the costs of these incessant delays.

Response:



Comment noted. Sections 1 through 4 of the I-69 project are currently open to traffic. Construction of I-69 Section 5 is scheduled for completion in 2018. See response to comment PI001-01 regarding the I-69 Section 6 construction schedule.

PI107 **04/24/2017 E-mail**
Patrick Thomas

PI107-01 **Comment:**

Would hope that Sartor Ditch and Indian Creek are kept flowing properly to avoid ANY flooding during and after the construction at Ohio Street and Mahalasville Road and surrounding areas.

Response:

See response to comment PI051-02 regarding drainage design for I-69 Section 6.

PI108 **04/25/2017 E-mail**
Jan Moorehead

PI108-01 **Comment:**

I would prefer, at the Southport Road intersection, alternative C4B, so that the apartment complex to the southeast is impacted less than the businesses nearby.

Response:

See response to comment PI006-01 regarding the selected option for the Southport Road interchange.

PI109 **04/25/2017 Letter**
Nathan Janssen, Prince of Peace Lutheran Church

PI109-01 **Comment:**

Prince of Peace Lutheran Church and School submits the following statement in response to the April 6 & 10, 2017 I-69, Section 6 Public Hearing and the published Draft Environmental Impact Statement (DEIS): A. ALTERNATIVE C4 clearly shows the elimination of POP septic fields, which requires rectification to restore sewer service. What will INDOT do to compensate POP and help to rectify this operational issue?

Response:

See response to comment PI075-01 regarding the Prince of Peace Lutheran Church and School septic field.

PI109-02 **Comment:**

B. While the I-69 project does not directly impact POP's sole source of water (an existing water well), much of the surrounding land may be dramatically altered in preparation for the new roadways. In close proximity is an historical livestock feedlot. POP remains



concerned about the groundwater impact of massive grading in the surrounding area and potential contamination of water supply from the existing well. What will INDOT do to avoid contamination of the water supply from the POP water well?

Response:

General measures to address water quality include vegetated roadside filters such as embankment slopes, swales and ditch lines. Additional measures such as detention/filtration basins may also be considered. During the design phase, additional coordination regarding the specific location of the well will be conducted to further evaluate other potential considerations for the well to avoid impacts to the well and recharge water.

PI109-03

Comment:

C. ALTERNATIVE C4 shows a single "driveway" access to the Prince of Peace Lutheran Church and School property through the I-69 service road right-of-way. The access so designated is currently a single lane, steeply inclined, exit only, asphalt drive from the Prince of Peace Lutheran Church and School property. Significant grading and roadbed modifications will be required to make this driveway usable simultaneously as an ingress and egress point for cars, utility trucks and public school buses. Will INDOT provide an additional "driveway" access at the current old SR 37 dual ingress and egress point or at some other point along East Morgan Street / I-69 Service Road?

Response:

The two existing drives will be maintained and improved to provide full access to the site.

PI110

**04/26/2017 E-mail
Gabriel Currier**

PI110-01

Comment:

We are in the process of collecting signatures of all property owners touched by the proposed overpass bridge at Big Bend Road. We will issue a petition to make Big Bend a dead-end rather than an overpass. Therefore, most if not all land/home/business owners would remain and the I-69 project would save millions of dollars. Big Bend tees into Old 37 just west of the proposed bridge anyway. There is no apparent need to maintain continuity between the two sides of the highway. There is an overpass shown at Waverly Road just north that would allow emergency vehicles and school buses across. Therefore, claiming eminent domain on the proposed properties on Big Bend Road to construct a very expensive bridge is a waste of tax dollars and displaces many families who have resided there for generations. Expect further action from the persons affected at Big Bend Road. We are organizing.

Response:

The Big Bend Road overpass has been eliminated in the Refined Preferred Alternative.



PI111 **04/26/2017 E-mail**
Holly Johnson

PI111-01 **Comment:**

I think it's important to be able to keep the Waverly Branch of the Morgan County Public Library where it is.

Response:

The use of guardrail along SR 144 west of the I-69 interchange would allow the interchange to be constructed without directly impacting the Waverly Branch of the Morgan County Public Library while still meeting minimum design criteria. See the evaluation of Decision Area 5-1 in Section 6.3.2.5 of the FEIS. The Refined Preferred Alternative includes this modified design.

PI111-02 **Comment:**

Also, it would be great for our community if the overpass at Grand Valley Boulevard in Martinsville and the junction at Ohio Street in Martinsville had pedestrian and bike lanes. Especially pedestrian lanes because many poor in our community do not have vehicles and walk to the shopping centers.

Response:

See response to comment PI064-01 regarding pedestrians and bicycles.

PI0112 **04/26/2017 E-mail**
Krista Ledbetter

PI112-01 **Comment:**

I don't know what the plans are for overpasses around Martinsville, but it is very important that there is adequate room for pedestrians and bicycles. Morgan County is a popular bicycling spot, and we receive a fair amount of tourism from cyclists who will want to be able to cross over the interstate. This is particularly important at the Ohio Street interchange, the Teeters Road overpass and the HendersonFord/Centennial interchange. The pedestrian walkways will be most important at the Ohio Street Interchange, and the South Drive/ Grand Valley overpass. People from town who need to shop at Grand Valley need a safe alternative for crossing the interstate, as do the people who live in the Williamsburg Court and Country View Apartments who need to get to town. Country View, in particular, has many lower-income families who don't necessarily have a car to get around.

Response:

See response to comment PI064-01 regarding pedestrians and bicycles.

PI112-02 **Comment:**



Finally, thank you for the consideration shown to working around the Waverly Branch Library. We love the library and want to keep it where it is!

Response:

See response to comment PI111-01 regarding the Waverly Branch Library.

PI113 **04/27/2017 E-mail**
Carol McVey

PI113-01 **Comment:**

We can't get to Bloomington, Indiana most of the time due to construction now the construction north to I-465 will begin. Please wait on Section 6 for Section 5 to be near completion. How would you like to be pinned in to the south AND to the north on State Road 37? Please, please, please consider the people and not just the political officials who push for this.

Response:

Construction of I-69 Section 5 is scheduled for completion in 2018, well before I-69 Section 6 construction could begin. See response to comment PI001-01 regarding project schedule.

PI114 **04/27/2107 E-mail**
Christopher Vican

PI114-01 **Comment:**

I would recommend a roundabout with the upgrade to I-69 at the intersection of Mullinix and Smith Valley. It may be integrated into the exit.

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection.

PI115 **04/27/2017 E-mail**
Jessica Schlenker

PI115-01 **Comment:**

How will Smith Valley and Mullinix be handled? A roundabout or other easily-used access between Smith Valley and Mullinix would be necessary. There is a LOT of east-west traffic on every east-west road in Johnson County, and Mullinix is a major thoroughfare for non highway north-south traffic. Smith Valley is simply too small of a road to handle the traffic it already receives, and everyone from the southern corner of Johnson County and Waverly uses alternate routes to the Greenwood area (which has the nearest substantial grocery store, hospital, doctors, and even hardware stores). SR 144 isn't really a route to anywhere in that direction because it is such a detour.



Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection.

PI116 **04/27/2017 E-mail**
Jill Vaughn

PI116-01 **Comment:**

Route: SR 37 Ref Post: 138.29 County: Johnson District:

SEYMOUR SubDistrict: BLOOMINGTON Latitude: 39.60509897142941

Longitude:-86.21902707190566

I'd like to request a round-about at the intersection of Mullinix and Smith Valley. If built the way it's currently mapped, it will be nearly impossible to get onto Smith Valley from Mullinix. This is a very busy intersection already.

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection.

PI117 **04/27/2017 E-mail**
Kristina Harger

PI117-01 **Comment:**

To Whom it May Concern, Traffic on Smith Valley Road is anticipated to increase due to the I-69 Section 6 construction. Because of this, I am writing to request two roundabouts on Smith Valley Road to the east of the planned interchange. These are at Mullinix Road and Paddock Road. Both of these intersections will be increasingly used for traffic to/from the south and southeast. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit. Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY to offset the increased road use due to the interchange.

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection. Paddock Road is outside the I-69 project area. See response to comment PI018-01 regarding improvements to local roadways outside the project area.

PI118 **04/27/2017 E-mail**
Linda Koester

PI118-01 **Comment:**



As a resident of Travis Place, I am very concerned about this intersection. It is already at high risk for collisions as we leave and enter Travis Place because it is “blind” on the west side of our street as traffic from SR 37 approaches over the crest of a hill at a high rate of speed. The Center Grove school bus loads and unloads our children at this intersection by necessity because there is not enough room to turn the bus around at the top of Travis Place. It is a dead-end street. Please have take this problem into consideration when planning.

Response:

The intersection is outside the project area of I-69, but with closure of the SR 37 access points at Stones Crossing Road and Travis Road, traffic approaching Travis Place from the west may operate at lower speeds. Access to the area from I-69 will be provided by a new local service road connection to be located along I-69 between CR 144 and Stones Crossing Road.

PI119 **04/27/2017 E-mail**
Stacey Gibbens

PI119-01 **Comment:**

To Whom it May Concern, With the increased traffic on Smith Valley Road because of the I-69 Section 6 construction, I am writing to request two roundabouts on Smith Valley Road to the east of the planned interchange. These are at Mullinix Road and Paddock Road. Both of these intersections will be increasingly used for traffic to/from the south and south-east. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit. Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY given the increased road use due to the interchange.

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection. Paddock Road is outside the I-69 project area. See response to comment PI018-01 regarding improvements to local roadways outside the project area.

PI120 **04/28/2017 E-mail**
Scott Stoner

PI120-01 **Comment:**

To Whom it May Concern, Traffic on Smith Valley Road is anticipated to increase due to the I-69 Section 6 construction. Because of this, I am writing to request two roundabouts on Smith Valley road to the east of the planned interchange. These are at Mullinix Road and Paddock Road. Both of these intersections will be increasingly used for traffic to/from the south and southeast. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic



situations around these two intersections with the increased traffic around the new exit. Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY to offset the increased road use due to the interchange.

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection. Paddock Road is outside the I-69 project area. See response to comment PI018-01 regarding improvements to local roadways outside the project area.

PI121 **05/01/2017 E-mail**
Scott Stoner

PI121-01 **Comment:**

To Whom It May Concern, Traffic on Smith Valley Road is anticipated to increase due to the I-69 Section 6 construction. Because of this, I am writing to request two roundabouts on Smith Valley Road to the east of the planned interchange. These are at Mullinix Road and Paddock Road. Both of these intersections will be increasingly used for traffic to/from the south and southeast. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit. Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY to offset the increased road use due to the interchange. Sincerely,

Response:

See response to comment PI105-01 regarding the Mullinix Road and Smith Valley Road intersection. Paddock Road is outside the I-69 project area. See response to comment PI018-01 regarding improvements to local roadways outside the project area.

PI0122 **05/01/2017 E-mail**
Tom Ahler Jr.

PI122-01 **Comment:**

Hi Rickie, I will send you two emails about Interstate 69 Section 6. The first email contains information about design, interchanges, and travel lanes for Interstate 69 Section 6 between the City of Martinsville and the City of Indianapolis. The second email contains information about adding additional travel lanes to the existing west to east crossroads that will have interchanges on Interstate 69 Section 6.

Converting Indiana State Route 37 into a Full Control Limited Access Highway. This Full Control Limited Access Highway has the designation of Interstate 69. Interstate 69 Interchanges

Indiana State Route 39 in the City of Martinsville in Morgan County, Indiana
Ohio Street in the City of Martinsville in Morgan County, Indiana



Indiana State Route 252 in the City of Martinsville in Morgan County, Indiana

Indiana State Route 44 in the City of Martinsville in Morgan County, Indiana

-- Re-align Indiana State Route 44 to the north and connect with Interstate 69 where currently Teeters Road has an intersection with Indiana State Route 37

Response:

The potential realignment of SR 44 would be a regional planning issue, and it is not included in current plans of INDOT, Martinsville or Morgan County. The proposed interchange configuration for SR 44 is designed to minimize costs and impacts while serving the existing and forecasted travel patterns of the area.

PI122-02

Comment:

Morgan County Road 600 North

--- Construct a new Morgan County Road 600 North between Interstate 69 and Johnson County Line. The new Morgan County Road 600 North will connect with a new extension of Johnson County Road 300 North on the east side of the Johnson County line.

--- Construct a new extension of Johnson County Road 300 North between Morgan County line and U.S. Route 31. The new extension of Johnson County Road 300 North will connect with the existing Johnson County Road 300 North on the east side of U.S. Route 31.

--- Construct a new Morgan County Road 600 North between Interstate 69 and Morgan County Road 390 East. The new Morgan County Road 600 North will connect with the existing Centerton Road on the east side of Morgan County Road 390 East.

Response:

The suggested local roadway improvements outside the I-69 project area are subjects for planning by the local jurisdictions responsible for these roadways. See response to comment PI018-01 regarding local roadway improvements outside the I-69 project area.

PI122-03

Comment:

Whiteland Road in Morgan County, Indiana

--- Construct an extension of Whiteland Road between Interstate 69 and Sanctuary Lane. Whiteland Road will head west of Interstate 69 and connect with Centenary Road at Sanctuary Lane.

-Indiana State Route 144 in the City of Martinsville in Morgan County, Indiana

-Johnson County Road 800 North in Johnson County, Indiana

-Stones Crossing Road (Johnson County Road 700 North) in Johnson County, Indiana

-Smith Valley Road in Morgan County, Indiana

-Fairview Road in Johnson County, Indiana

-County Line Road



- Stop 11 Road
- Southport Road in Marion County, Indiana
- Banta Road in Marion County, Indiana
- Edgewood Avenue in Marion County, Indiana
- Epler Avenue in Marion County, Indiana
- Interstate 465 on the south side of the City of Indianapolis in Marion County, Indiana

Response:

See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

PI122-04

Comment:

Interstate 69 Travel Lanes

-At a minimum, Interstate 69 is a six-lane (6) divided highway between the City of Martinsville and Johnson County Road 800 North in Johnson County, Indiana.

-Interstate 69 is a six-lane (6) divided highway ---> Interstate 69 Northbound is three (3) travel lanes and Interstate 69 Southbound is three (3) travel lanes.

-Interstate 69 is an eight-lane (8) divided highway between Johnson County Road 800 North and County Line Road.

-Interstate 69 is an eight-lane (8) divided highway ---> Interstate 69 Northbound is four (4) travel lanes and Interstate 69 Southbound is four (4) travel lanes.

-County Line Road is the county line that separates Marion County, Morgan County, and Johnson County.

-Interstate 69 is a ten-lane (10) divided highway between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

-Interstate 69 is a ten-lane (10) divided highway ---> Interstate 69 Northbound is five (5) travel lanes and Interstate 69 Southbound is five (5) travel lanes.

-The far right travel lane on Interstate 69 Northbound is an auxiliary lane for local traffic only between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

-The far right travel lane on Interstate 69 Southbound is an auxiliary lane for local traffic only between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

Starting at Interstate 465 on the south side of the City of Indianapolis, construct an extension for Interstate 69 heading north to and connecting with Interstate 70 at Belmont Avenue on the west end of downtown Indianapolis.



The extension for Interstate 69 between Interstate 465 on the south side of the City of Indianapolis and Interstate 70 at Belmont Avenue is a ten-lane (10) divided highway.

Interstate 69 is a ten-lane (10) divided highway ---> Interstate 69 Northbound is five (5) travel lanes and Interstate 69 Southbound is five (5) travel lanes.

However, this extension for Interstate 69 between Interstate 465 and Interstate 70 at Belmont Avenue is beyond the scope for Interstate 69 Section 6.

Response:

See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area. The suggested interstate highway extension inside I-465 is not currently shown in the Long-Range Transportation Plan of the Indianapolis Metropolitan Planning Organization (MPO).

PI122-05

Comment:

Interstate 69 Design between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

Alternative A

Interstate 69 Northbound and Interstate 69 Southbound

-Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

-Next to the concrete barrier in the center median, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

-Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

-Next to travel lane number one (1), there is travel lane number two (2)

-Next to travel lane number two (2), there is travel lane number three (3)

-Next to travel lane number three (3), there is travel lane number four (4)

-Next to travel lane number four (4), there is travel lane number five (5) which is the far right travel lane. Travel lane number five (5) is an auxiliary travel lane for local traffic only.

-Next to travel lane number five (5), there is a ten (10) foot right shoulder for emergency stopping.

Response:

See response to comment PI005-01 regarding number of travel lanes required on I-69. Details regarding the type and dimensions of facility elements will be finalized during the design phase.

PI122-06

Comment:

Alternative B



Interstate 69 Northbound and Interstate 69 Southbound

-Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

-Next to the concrete barrier in the center median, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

-Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

-Next to travel lane number one (1), there is travel lane number two (2)

-Next to travel lane number two (2), there is travel lane number three (3)

-Next to travel lane number three (3), there is travel lane number four (4)

-Next to travel lane number four (4), there is a ten (10) foot right shoulder for emergency stopping.

-Next to the right shoulder, there is a concrete barrier that measures three (3) feet or four (4) feet in height.

-Next to the concrete barrier on the right side of the right shoulder, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

-Next to the inside shoulder, there is travel lane number five (5)

-Next to travel lane number five (5), there is travel lane number six (6)

-Next to travel lane number six (6), there is travel lane number seven (7)

-Next to travel lane number seven (7), there is a ten (10) foot right shoulder for emergency stopping.

-Travel lane number one (1) --- Long distance travel lane for long distance traffic

-Travel lane number two (2) --- Long distance travel lane for long distance traffic

-Travel lane number three (3) --- Long distance travel lane for long distance traffic

-Travel lane number four (4) --- Long distance travel lane for long distance traffic

-Travel lane number five (5) --- Collector-Distributor travel lane for local traffic

-Travel lane number six (6) --- Collector-Distributor travel lane for local traffic

-Travel lane number seven (7) --- Collector-Distributor travel lane for local traffic

-Alternative B is similar to the design of the Collector Distributor traffic lanes on Interstate 20 and Interstate 285 on the east side of the City of Atlanta, Georgia

Response:

See response to comment PI122-01 regarding lanes required on I-69 and details of design elements.



PI122-07

Comment:

Interstate 69 Design between Johnson County Road 800 North and County Line Road.

-Interstate 69 Northbound and Interstate 69 Southbound

-Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

-Next to the concrete barrier in the center median, there is an eight (8) or ten (10) foot inside shoulder for emergency stopping.

-Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

-Next to travel lane number one (1), there is travel lane number two (2)

-Next to travel lane number two (2), there is travel lane number three (3)

-Next to travel lane number three (3), there is travel lane number four

(4) which is the far right travel lane. Travel lane number four (4) is an auxiliary travel lane for local traffic only.

-Next to travel lane number four (4), there is a ten (10) foot right shoulder for emergency stopping.

Response:

See response to comment PI122-01 regarding lanes required on I-69 and details of design elements.

PI122-08

Comment:

Interstate 69 Design between the City of Martinsville and Johnson County Road 800 North.

-Interstate 69 Northbound and Interstate 69 Southbound

-The center median is a sixty (60) foot to eighty (80) foot grassy median.

-Next to the sixty (60) foot to eighty (80) foot grassy median, there is travel lane number one (1) which is the far left travel lane.

-Next to travel lane number one (1), there is travel lane number two (2)

-Next to travel lane number two (2), there is travel lane number three (3)

-Next to travel lane number three (3), there is a ten (10) foot right shoulder for emergency stopping.

Response:

See response to comment PI122-01 regarding lanes required on I-69 and details of design elements.



PI122-09

Comment:

We need to convert the two lane crossroads that will have an interchange on Interstate 69 into four (4) lane crossroads or five (5) lane crossroads where the fifth lane is a continuous left-turn lane down the middle of the road.

-Converting these two lane crossroads that will have an interchange on Interstate 69 into four (4) lane crossroads or five (5) lane crossroads will allow these crossroads to handle the extra traffic to and from Interstate 69.

-In addition, some of these crossroads that will have interchange on Interstate 69 are discontinuous in certain locations or these crossroads have gaps in them in certain locations.

-For example, construct an extension for Edgewood Avenue between Interstate 69 and Interstate 70. At Interstate 69, the extension for Edgewood Avenue will head west to Interstate 70. Edgewood Avenue will have an interchange on Interstate 70.

-Convert Edgewood Avenue into a four lane (4) divided road between Interstate 70 and Interstate 69. Edgewood Avenue Eastbound is two (2) travel lanes and Edgewood Avenue Westbound is two (2) travel lanes.

-Edgewood Avenue will have a 10 foot to 12 foot grassy median between Interstate 70 and Interstate 69. Edgewood Avenue has a concrete curb on the right shoulder. The grassy median is bounded with a concrete curb.

-For example, the new extension of Edgewood Avenue between Interstate 69 and Interstate 70 will look similar to the Ronald Reagan Parkway between Stafford Road and U.S. Route 40 in the City of Plainfield, Indiana.

-Convert Edgewood Avenue into a five lane (5) road between Interstate 69 and Interstate 74. The fifth lane is a continuous left-turn lane down the middle of the road. Edgewood Avenue has an interchange on Interstate 74.

-Construct an extension for Edgewood Avenue between Interstate 74 and Shelby County Road 900 West at the Shelby County Line.

At Interstate 74, Edgewood Avenue will head east and connect with Shelby County Road 1100 North on the east side of Shelby County Road 900 West.

Response:

Lane configurations of intersecting roadways at interchanges are planned based on traffic forecasts developed in planning for the project. See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

PI122-10

Comment:

Second example, construct an extension for County Line Road between Interstate 70 and Indiana State Route 67. County Line Road has an interchange on Interstate 70.



-Construct an extension for County Line Road between Paddock Road and Indiana State Road 37. This extension of County Line Road will run in a straight line (due west) and connect with the existing County Line Road on the west side of Paddock Road.

-County Line Road is a four lane (4) divided road between Interstate 70 and Interstate 69. County Line Road Eastbound is two (2) travel lanes and County Line Road Westbound is two (2) travel lanes.

-County Line Road will have a 10 foot to 12 foot grassy median between Interstate 70 and Interstate 69. The grassy median is bounded with a concrete curb.

-County Line Road Eastbound has a concrete curb on the right shoulder. County Line Road Westbound has a concrete curb on the right shoulder.

-Construct an extension for County Line Road between Indiana State Route 39 and Interstate 70. This extension of County Line Road will run in a straight line (due west) and connect with the existing Hendricks County Road 900 South on the west side of Indiana State Route 39.

-Convert County Line Road into a six-lane (6) divided road between Interstate 69 and Interstate 65. County Line Road Eastbound is three (3) travel lanes and County Line Road Westbound is three (3) travel lanes. County Line Road will have a concrete median that measures ten feet (10) in width and eight (8) inches in height between Interstate 69 and Interstate 65.

-County Line Road Eastbound has a concrete curb on the right shoulder. County Line Road Westbound has a concrete curb on the right shoulder.

-Construct an extension for County Line Road between Interstate 65 and Shelby County Road 800 North. This extension of County Line Road will run in a straight line (due east) and connect with the existing Shelby County Road 800 North at the Shelby County Line.

-Construct an extension for Shelby County Road 800 North between County Line Road at the Marion County Line and Interstate 74.

-County Line Road is a four lane (4) divided road between Interstate 65 and Interstate 74. County Line Road Eastbound is two (2) travel lanes and County Line Road Westbound is two (2) travel lanes.

-Shelby County Road 800 North has an interchange on Interstate 74.

Response:

See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

PI122-11

Comment:

Another example, Stones Crossing Road is Johnson County Road 700 North



-Construct an extension for Johnson County Road 700 North between Honey Creek Road and Interstate 65. This extension of Johnson County Road 700 North will run in a straight line (due east) and connect with Interstate 65.

-Convert Johnson County Road 700 North into a four lane (4) divided road between Interstate 69 and Interstate 65. Johnson County Road 700 North Eastbound is two (2) travel lanes and Johnson County Road 700 North Westbound is two (2) travel lanes.

-Construct an extension for Johnson County Road 700 North between Interstate 65 and Johnson County Road 300 East. This extension of Johnson County Road 700 North will run in a straight line (due east) and connect with the existing Johnson County Road 700 North on the east side of Johnson County Road 300 East.

-Construct an extension for Johnson County Road 700 North between Interstate 69 and Morgan County Line. This extension of Johnson County Road 700 North will run in a straight line (due west) and connect with the Morgan County Line.

-Construct an extension for Morgan County Road 1000 North (Dayhuff Road) between Kitchen Road and Johnson County Line. This extension of Morgan County Road 1000 North (Dayhuff Road) will run in a straight line (due east) and connect with Johnson County Road 700 North on the east side of the Johnson County Line.

Response:

See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

PI0123

05/01/2017 E-mail

Steve Sorenson

The Southport under 69 option puts a lot of local traffic onto Belmont Avenue. Belmont Avenue is not equipped to handle even current traffic over the small bridge over Little Buck Creek. Belmont does not have clear lane markings and the edge of the road is crumbling in places, effectively narrowing the roadway. Improvements will also be needed on Kopetsky, as it is not a road that is used for general traffic, it more of just a driveway for businesses. Similar improvements for Kopetsky or other local roads would be needed for the Southport over route as well.

Please thoroughly coordinate planning for local road improvements with the city. Southport Road west of the interchange ought to be two lanes or at least a dedicated turn lane available until past the Southern Dunes neighborhood due to all the traffic for the multiple neighborhoods along Southport Road.

Please thoroughly plan for local traffic during the construction phases. Southport Road already backs up for several cycles of the light during peak hours and [sic]

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road. Southport Road and Belmont Avenue will be reconstructed in the immediate vicinity of the Southport Road interchange to provide adequate capacity for



safe vehicular operations. See response to comment PI122-02 regarding local roadway improvements outside the I-69 project area.

Detailed maintenance of traffic plans for construction will be developed during final design.

PI124 **05/01/2017 E-mail**
Travis Turner

PI124-01 **Comment:**

Why are we building a road when supposedly we can't afford to maintain our current roads?

Response:

INDOT's responsibilities include providing added capacity where it is needed for the transportation network as well as maintaining existing transportation facilities.

PI125 **05/02/2017 Letter**
Sharon Rose, Rose Properties

PI125-01 **Comment:**

After meeting with Jim Earl on May 1, I am requesting a review of the taking of property at 5970 S. Belmont Ave, Indianapolis. We would like to look at the possibility of staying at the property with revisions made by relocating the main entrance from its current location to the southeast corner of the property, which intersects with Edgewood Avenue and Belmont Avenue. Also, extending the proposed retaining wall to allow the right of way to be moved east so as not to impact the building. If this is feasible, then we can reconfigure our parking lot to accommodate these changes. I have included a topographical site plan showing property lines. Also enclosed is a site plan that shows current specs used for the main entrance.

Response:

The Refined Preferred Alternative includes the suggested extension of the retaining wall, which allows the right of way to be moved east to avoid direct impacts to the building. A drive is shown that accesses the southeast corner of the property from Belmont Avenue. [Note: site plans not attached with letter.]

PI126 **05/03/2017 E-mail**
Jeff Dickey

PI126-01 **Comment:**

I strongly support a sound barrier wall on the northeast corner of the intersection. STRONGLY SUPPORT AND ENCOURAGE THE BARRIER WALL.

Response:



No location was cited in comment. See response to comment PI015-01 regarding INDOT's Noise Policy.

PI127 **05/04/2017 E-mail**
John Daily

P127-01 **Comment:**

Bridge on Old State Road 37 located near intersection with SR 37 and I-69 south should be replaced as it makes it hard to get to my 141 acres! Could be a disaster!

Response:

The location of the cited bridge could not be determined. In general, access to farm properties will be addressed during final design.

PI128 **05/05/2017 E-mail**
Bill Richardson, Mallow Run Winery

PI128-01 **Comment:**

As owners of Mallow Run Winery, and our event venue, The Sycamore, we are concerned about the changing traffic flow caused by the I-69 project as it pertains to the cutting off of Whiteland Road by the interstate, and the SR 144 exit that will become the new route to our businesses from the highway.

We frequently have large trucks delivering fruit and supplies to our businesses, and we are worried that these trucks will come off I-69 at SR 144 and look for the shortest route to our business. The shortest route will put them on a very small county road, CR 625 W. This intersection is already a dangerous intersection with limited visibility due to a hill and odd angle of intersection.

In addition to our businesses, we and other farmers in the area use large trucks to haul grain during the fall, and this change of traffic route will affect the community significantly in this way as well.

Response:

The redistribution of local traffic is considered in the review of local service roads and interchanges in a series of decision areas along the corridor, as described in Section 6.3.2 of the FEIS. Whiteland Road (used to access Mallow Run Winery) is located too close to SR 144 to allow an interchange at both locations. See Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6.

In an August 26, 2015 meeting with INDOT, Mallow Run Winery representatives noted that I-69 will not negatively affect Mallow Run Winery as long as an interchange remains at SR144. Representatives noted that additional signage along the interstate would be investigated to inform people of the Winery's location.



See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

PI128-02 Comment:

Something will need to be done to address this potential traffic pattern. We suggest

1) Designating a truck route to try to encourage trucks to avoid this path, and instead use a route to the roundabout at Whiteland Road, and then proceeding west on Whiteland Road.

2) Make improvements at the intersection of SR 144 & CR 625W to widen the turn areas along CR 625W to allow trucks and residents' vehicles to pass more easily at the intersection of CR 625 & Whiteland Road to widen turn areas. Thank you for accepting these comments. Please feel free to contact me with questions.

Response:

See response to comment PI122-02 regarding local plans and roadway improvements outside the I-69 project area.

Due to the narrow road width on CR 625 W and the possibility of pavement damage, Johnson County may wish to require delivery trucks to use CR 144 and Whiteland Road rather than using CR 625 W. These roads are better designed to accommodate trucks. Truck restrictions and enforcement (as well as traffic regulations in general) are the responsibility of local jurisdictions. Route finding signage for Mallow Run Winery might also be used to encourage this path by visitors to the winery.

**PI129 05/05/2017 E-mail
Ron Tipton, Hanson Aggregates**

PI129-01 Comment:

Hanson Aggregates Midwest LLC is pleased to submit the attached comments and maps concerning the proposed intersection of I-69 and I-465 at Harding Street, Indianapolis. (Section 6 of the I-69 Project).

Hanson Aggregates Midwest LLC requests that its comments and maps be included as part of the public record.

Hanson Aggregates Midwest LLC (Hanson) owns and operates the Harding Street Quarry located at 4200 South Harding St., Indianapolis, Indiana 46217. Hanson wishes to make the following comments on the Indiana Department of Transportation Tier 2 Draft Environmental Impact Statement for Section 6 of Interstate 69 (DEIS) and have the comments incorporated into the public record.

Hanson appreciates that Indiana Department of Transportation (INDOT) project team has met with local management from Hanson on several occasions in 2016 and 2017 to discuss the potential impacts Section 6 of I-69 is expected to have on Harding Street Quarry.



Response:

Meetings of Section 6 project staff with Hanson operators (on February 16, 2016 and August 16, 2016) are referenced in Section 5.15.3.4 of the FEIS. Summaries of these meetings are in the project record.

PI129-02

Comment:

Unfortunately, the DEIS did not accurately reflect the entirety of the discussions at these meetings. For instance, the statement in Section 5.15.3.4 on Page 5.15-4 that Hanson "plan(s) to continue pit quarrying aggregate limestone through 2024" is grossly incorrect. For the record, Hanson plans to operate Harding Street Quarry for an additional 40 years or more if it is not impacted by Section 6 of I-69. The statement in the last paragraph in Section 5.15.3.4 on Page 5.15-4 "They expect to reach the south limit of the quarry with full depth excavation in about two years" and the subsequent sentences, however, are indeed correct.

Response:

INDOT is aware that Hanson plans to continue pit quarrying for several more decades. The intent of the year 2024 statement was to identify the quarrying operations near I-465 where a proposed acquisition may occur. This information was provided to INDOT in a February 16, 2016, meeting between INDOT and Hanson local management. Text has been modified in Section 5.15.3.4 of the FEIS to more clearly reflect the content of the discussions.

PI129-03

Comment:

The size of the proposed taking of the Harding Street Quarry is by far the largest taking planned from any one landowner within Section 6 of I-69. Paragraph three in Section 5.15.3.4 on page 5.15-4 states that the impact to Harding Street Quarry from Alternative C1 is 41 acres and the impacts from Alternatives C2, C3 and C4 are 66 acres in each case. Hanson will lose 57% of its recoverable reserves if Alternative C1 is selected and 77% of its recoverable reserves if Alternatives C2, C3, or C4 are selected. Section 5.15.2 on Page 5.15-1 states that the researchers and developers of the DEIS calculated potential impacts to mineral resources within Section 6 of I-69, also used field verification, and believe the impacts to mineral resources to be conservative. Hanson does not believe the researchers and developers of the DEIS fully evaluated potential impacts to Harding Street Quarry.

Response:

Impacts to Hanson Aggregates are discussed in FEIS Section 5.15 of the FEIS. INDOT will consider any data pertaining to additional impacts provided by Hanson Aggregates. It is significant to note that engineering changes to develop the Refined Preferred Alternative provide a substantial reduction in impacts to the Harding Street Quarry. The overall impact of the Refined Preferred Alternative in the FEIS is approximately 50 acres less than previously shown along I-465 in Alternative C4 in the DEIS.

PI129-04

Comment:



The elimination of a significant source of limestone in the Southern Indianapolis market should be a huge concern to INDOT and Indiana citizens as a whole. Section 4.3.1.5 Minerals on Page 4.3-10 states limestone is an important mineral resource in the vicinity of Section 6 of 1-69. Section 5.15.4.3 Limestone on Page 5.15-4 states that there are no quarries other than Harding Street Quarry within Section 6 of 1-69. Section 5.27 on Page 5.27-1 states considerable amounts of construction materials such as cement, aggregate and bituminous materials will be committed to the construction of this project. So, why is INDOT recommending adoption of an alignment that will impact 77% of the future limestone reserves at Harding Street Quarry particularly when the largest customers that use limestone from Harding Street Quarry are contractors working on INDOT projects, County Highway Departments, or INDOT themselves. Over 50% of the sales from Harding Street Quarry end up in highways or highway related projects.

Response:

Limestone deposits occur throughout Marion County. The Indiana Geological Survey's web site (<https://igs.indiana.edu/MarionCounty/BedrockGeology.cfm>, accessed 06-01-2017) states, "The principal bedrock units found in Marion County are composed of Paleozoic limestone, dolostone, siltstone, shale, and sandstone." A variety of market forces, including the availability of competing providers, affects business decisions regarding the development of mineral resources such as limestone. Deposits available in a single location in this region cannot be regarded as unique or irreplaceable.

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative.

PI129-05

Comment:

In fact, in 1997, the United States Government filed a lawsuit seeking to stop the consolidation of the aggregate business in Marion County. Martin Marietta Materials, Inc. ("Martin Marietta"), the owner of the Kentucky Avenue Quarry in Marion County, sought to purchase American Aggregates Corp. ("American Aggregates") from CSR America, Inc. ("CSR America"). American Aggregates was the owner of the Harding Street Quarry at the time. The United States Government sought to enjoin the sale because a combination of the two most significant competitors in the aggregate market in Marion County, Indiana would lessen competition in the sale of aggregates in Marion County. According to the Competitive Impact Statement filed by the Government, having control over the Marion County aggregates market would allow Martin Marietta to "increase the price of aggregate in Marion County," to the detriment of INDOT and local jurisdictions in Marion County. So, the Government required Martin Marietta to sell the Harding Street Quarry in 1997 to preserve open competition and low prices. Eliminating the Harding Street Quarry from the Marion County market will create the exact anti-competitive scenario that the United States Government fought hard to protect for the benefit of INDOT.

Response:



INDOT is not proposing a relocation of the Harding Street quarry. See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative

PI129-06 Comment:

Section 5.8.5.3 Relocation Assistance on page 5.8-51 states that the "project team has identified potential opportunities to avoid and minimize impacts to affected properties". Section 5.14.4 on page 5.15-8 states "impacts to commercially owned resources would be compensated as provided by INDOT's uniform Relocation Assistance Program". It further states "existing commercial business operations would also be eligible for payment of damages for harm to their existing businesses". Limestone quarries such as Harding Street Quarry cannot be relocated. A number of critical factors affect the location of a quarry. A quarry requires the correct geology, large acreage, heavy industrial zoning, access to major highways, proximity to market and numerous other attributes. Quarries cannot be simply moved to another location. Has INDOT project team and its appraisers identified a suitable location to move Harding Street Quarry to? Has INDOT calculated the potential payment of damages that will be required to compensate Hanson for the loss of 77% of its reserves in their budget for right of way acquisition? Table 6-42 on page 6-102 does not appear to adequately account for potential payment of damages to Hanson for loss of reserves at Harding Street Quarry.

Response:

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative. INDOT will continue to investigate options for reducing impacts to the quarry during the design phase. If property is ultimately required, appraisers who specialize in mineral rights will be utilized to determine compensation for damages and acquisition. There are no plans to relocate the quarry.

The information in the FEIS does not, and is not intended to, identify detailed damages to any impacted parties, nor to assess reasonable monetary payments for those damages. Those damages and appropriate payments are determined during post-NEPA right of way acquisition.

PI129-07 Comment:

Hanson does not believe the project team has adequately assessed the engineering feasibility or costs of construction for the new interchange of I-69 and I-465 particularly as the design involves a taking of 66 acres of property from Hanson, part of which includes an excavated quarry to a depth of 375 feet below surface. Hanson estimates that in order for the implementation of any one of the Alternatives C1, C2, C3 or C4 an existing void space of 8 million cubic yards will have to be filled before highway construction can start at an estimated cost of \$20-30 million dollars to ensure stable fill is constructed at will support the future interstate.

Response:



See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative.

PI129-08 Comment:

Hanson suggests that INDOT consider another alternative developed by Hanson engineering staff that minimizes impacts to Harding Street Quarry by moving the proposed intersection and alignment of I-465 further south by a short distance. Hanson realizes that this will further increase the impacts to Sunshine Gardens. The current design has 17 houses in Sunshine Gardens impacted by the alignment of I-465. The Hanson alternative has an additional 13 houses in Sunshine Gardens impacted by its realignment design. While the impacts to Sunshine Gardens will increase, the overall cost of the project will decrease as INDOT will not be required to pay such large acquisition costs for the Harding Street Quarry for loss of reserves. A copy of the proposed Hanson realignment of I-465 and the intersection of I-69 and I-465 is attached for your consideration.

Response:

The suggested alternative has many drawbacks which make it undesirable. These include: It is a longer (and thereby more expensive) alignment than Alternatives C1 through C4.

1. The proposed I-465 interchange is far too close to Mann Road interchange. The Mann Road interchange would need to be closed to avoid unacceptable safety issues due to merging and weaving traffic using the I-69 and Mann Road interchanges.
2. This would require one, and perhaps two, new bridges over the White River. This would disturb important aquatic habitat, and resource agencies have requested that crossings of the White River be limited.
3. Related to the previous point there would be a significant increase in water quality impacts on the downstream White River.
4. There would be significant added forest impacts on the east bank of the White River. The Indiana Department of Natural Resources (Comment AS004-02) cites favorably the existing contiguous forest at this location, noting that I-69 is not proposed to disturb this forest. Hanson’s proposed alignment would essentially remove all tree cover in the southeast quadrant where the river goes under I-69. It also would have a major impact on forest in the southwest quadrant.

In addition to these factors, it appears that the sharpness of some of the curves in the proposed alternative would result in design speeds which may be unacceptably low, reducing the capacity of this very high-volume interchange. Given the other significant issues with this proposal, INDOT is not undertaking the engineering work to quantify these speed and capacity shortcomings.

PI129-09 Comment:



In addition to the above comments Hanson believes that INDOT should not impact Harding Street Quarry for the following reasons:

1. Harding Street Quarry is the largest single landowner to be impacted by the proposed development of Section 6 of I-69.
2. Harding Street Quarry is a potential source of construction materials for many future public sector transportation projects, including the I-69 project, and impacting the quarry will remove 77% of the reserves which makes no sense.
3. Harding Street Quarry has been located in its current position close to I-465 for over a half a century. The development of the quarry has taken the proximity of I-465 into account in its development. Any adjustment to the current highway right of way has the potential to significantly impact minable reserves at Harding Street Quarry.
4. Setbacks from the I-465 are well established including the presence of a protection berm to stop any potential vehicle accidents from entering the quarry. Any reduction in the setbacks and removal of the berm will expose Harding Street Quarry to the public and pose a significant danger.

Response:

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative. INDOT will continue to investigate options for reducing impacts to the quarry during the design phase, including safety features adjacent to I-465.

PI129-10

Comment:

5. Harding Street Quarry, as part of its normal operations, carries out regular blasting activities. The setbacks from I-465 were established to ensure all blasting activities would be carried out at a safe distance from I-465 so as not to endanger the public. Any reduction of these setbacks will pose a potential danger to the public using I-465.

Response:

Comment noted. INDOT will coordinate closely with quarry owners during design and construction regarding setbacks for blasting activities.

PI129-11

Comment:

6. Harding Street Quarry, unlike other businesses affected by the construction of Section 6 of I-69 cannot be relocated and thus INDOT will incur a significant claim for compensation which can be avoided by not impacting Harding Street Quarry.

Response:

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative.

PI129-12

Comment:



7. Hanson acquired the Harding Street Quarry because of a compelled divestiture by Martin Marietta required by the United States Government to avoid an anti-competitive marketplace. Taking the Quarry will create the anti-competitive marketplace that the United States Government took action to avoid, harming the citizens of greater Indianapolis.

Response:

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative. Note that there are no plans to relocate the Harding Street quarry.

PI129-13

Comment:

Although the current mine plan used the current right of way to establish the pit limits, Hanson does believe certain steps can be taken to use a portion of the setback area in the design of I-69 and I-465 intersection. Hanson engineers estimate that 50 feet of the current earthen berm area could be considered in the intersection design as long as INDOT can adequately stabilize Harding Street Quarry's final setback area and safely separate the highway from the mining operation. A potential cross section is attached to provide some detail.

Hanson wishes to thank you for the opportunity to provide comments on the DEIS and as stated above wishes to have its comments incorporated into the public record for considerations as the process moves forward to a final EIS.

Response:

See response to comment PI129-04 regarding the reduction in right of way requirements from the Harding Street Quarry in the Refined Preferred Alternative. Proposals related to use of the existing setback area along I-465 are appreciated and will be considered in consultation with Hanson during the project design phase.

PI130

05/05/2017 Letter

Katie Jamriska, Indiana American Water

PI130-01

Comment:

Attached are Indiana American Waters comments regarding the I-69, Section 6- Martinsville to Indianapolis DEIS. A copy of this letter has also been mailed to the INDOT-section 6 office. Please review and let me know if you have any questions.

Chapter 5

- 5.19.4.2 Groundwater Analysis
 - Indiana American Water- Johnson County MUST have access to their facilities 24 hours a day 7 days a week. This treatment facility provides approximately 70% of the drinking water to the City of Greenwood. Therefore, access MUST be provided at all times.



Response:

A commitment to provide access at all times to this facility has been added to Section 7.3.6 of the FEIS.

PI130-02

Comment:

Chapter 6

- 6.3.1.4 Subsection 5: Banta Road to Fairview Road
 - Indiana American Water- Johnson County does not agree with the recommendation of C2/C4 (constructing a continuous local service road along the west side of I-69). While it may provide better access and mobility for existing and future development, it puts the drinking water treatment facility in danger. In danger of security breaches, groundwater contamination, facility damage due to vehicle accidents, and releases of hazardous materials.
 - The Marlin Water Treatment Facility, which will be situated in the middle of an S-curve, if a frontage road is added, provides approximately 70% of the drinking water to the City of Greenwood residents. In addition, the treatment facility maintains various chemicals and gases on site.
 - Aside from the above reasons, we also do not want to draw attention to the facility. Drinking water facilities are critical infrastructure under Homeland Security. Having increased traffic due to a frontage road in this area would bring unwanted attention to the treatment facility.

Response:

The continuous local service road in this area is realigned in the Refined Preferred Alternative to be adjacent to I-69. This eliminates the “S-curve” and will reduce the traffic past the entrance to the Marlin Water Treatment Facility.

PI130-03

Comment:

- 7.3.4 Construction
 - #8- Spill Prevention/Containment: Indiana American Water- Johnson County would like to be included on the list of recipients of the spill response plan. We would like the response plan to include a list of all potential chemicals to be stored within our wellhead protection area ahead of construction. In addition, while construction is taking place within the wellhead protection area, these extra protocols should be employed: daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application.
 - #12- Traffic: Indiana American Water- Johnson County MUST have access to their facilities 24 hours a day 7 days a week. This treatment facility provides approximately 70% of the drinking water to the City of Greenwood. Therefore, access MUST be provided at all times.



- #17- Borrow Sites/Waste Disposal: Indiana American Water- Johnson County requests that all solid waste generated by clearing and grubbing, demolition or other construction practices be moved to locations outside of the wellhead protection area. Prior to their use, borrow sites must be assessed for impacts to the wellhead protection areas as well as the stated resources.

Response:

INDOT commits to including Indiana American Water – Johnson County as well as other water utilities, which control wellhead protection areas crossed by I-69 Section 6, in the development of the Hazardous Materials Response Plan and will include each utility on the list of recipients. In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the Hazardous Materials Spill Response plan will include protocols for daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application within the wellhead protection areas.

INDOT commits to maintaining access to the Indiana American Water facilities at all times during and post construction.

In addition to practices required as part of the INDOT Standard Specifications regarding clearing and grubbing, demolition or other construction practices, INDOT commits to including special provisions to restrict the storage of construction materials generated by clearing and grubbing or demolition from within the wellhead protection areas.

INDOT will require contractors to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within the wellhead protection areas.

PI130-04

Comment:

- 7.3.14 Water Quality Impacts
 - #8- Spill Prevention/Containment: Indiana American Water- Johnson County would like to be included on the list of recipients of the spill response plan. We would like the response plan to include a list of all potential chemicals to be stored within our wellhead protection area ahead of construction. In addition, while construction is taking place within the wellhead protection area, these extra protocols should be employed: daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application.
 - #9- Road Salt Spray and Salt Runoff: Indiana American Water- Johnson County would like to request that no salt be applied to roads within their wellhead protection area. Due to the concern with runoff it puts the utility at risk for an increase in sodium levels in their source water.

Response:

The following two sections of text have been added to Section 7.3.14 in the FEIS.



"Coordination with American Water - Johnson County will be completed prior to the start of construction to develop a response plan for construction activities within the American Water - Johnson County wellhead protection area."

"INDOT will coordinate with American Water - Johnson County to develop a maintenance plan for salt application within the American Water - Johnson County wellhead protection area."

PI131 **05/08/2017 E-mail**
Nancy Stovall

PI131-01 **Comment:**

I am submitting a request for a sound barrier wall to be placed at the Wakefield West subdivision. This neighborhood is located north of Smith Valley Road and south of Fairview Road, on the east side of SR 37.

The level of traffic noise is already loud enough to be a nuisance, but I have concerns that it may increase with the addition of extra lanes and more traffic. My previous home backed up to I-465, which is 6 lanes, and, of course, has no stoplights. I could not talk on the phone in the back yard due to the noise level. It also was a deterrent when I tried to sell my home. The same situation would likely hold true for I-69.

I am also requesting a wall for the Wakefield West neighborhood as a safety measure. If a wreck occurs on I-69 where Wakefield Road goes along beside it, a vehicle or debris could come flying toward our neighborhood. We have many bicyclists and people walking dogs that could be put in a dangerous situation, because they are close to the highway with no protective barrier.

Many residents of the Wakefield West subdivision have signed a petition requesting a wall for the above reasons. This petition has been submitted to the I-69 office, and I hope the committee in charge will sincerely consider our request.

Response:

See responses to comment PI015-01 for a description of the INDOT Noise Policy, and to comment PI029-01 regarding noise walls at the Wakefield Subdivision.

PI132 **05/08/2017 Letter**
Alex Beatty, Faegre Baker Daniels LLP

PI132-01 **Comment:**

Dear Sarah:

Thank you for meeting with John Reeder and me to discuss the proposed intersection of Interstate 69 and County Line Road, and, specifically, those properties north of County Line Road in Marion County. As a follow-up to that conversation, we are submitting this letter to document the following comments regarding the preferred alignment of Interstate 69 at this location:



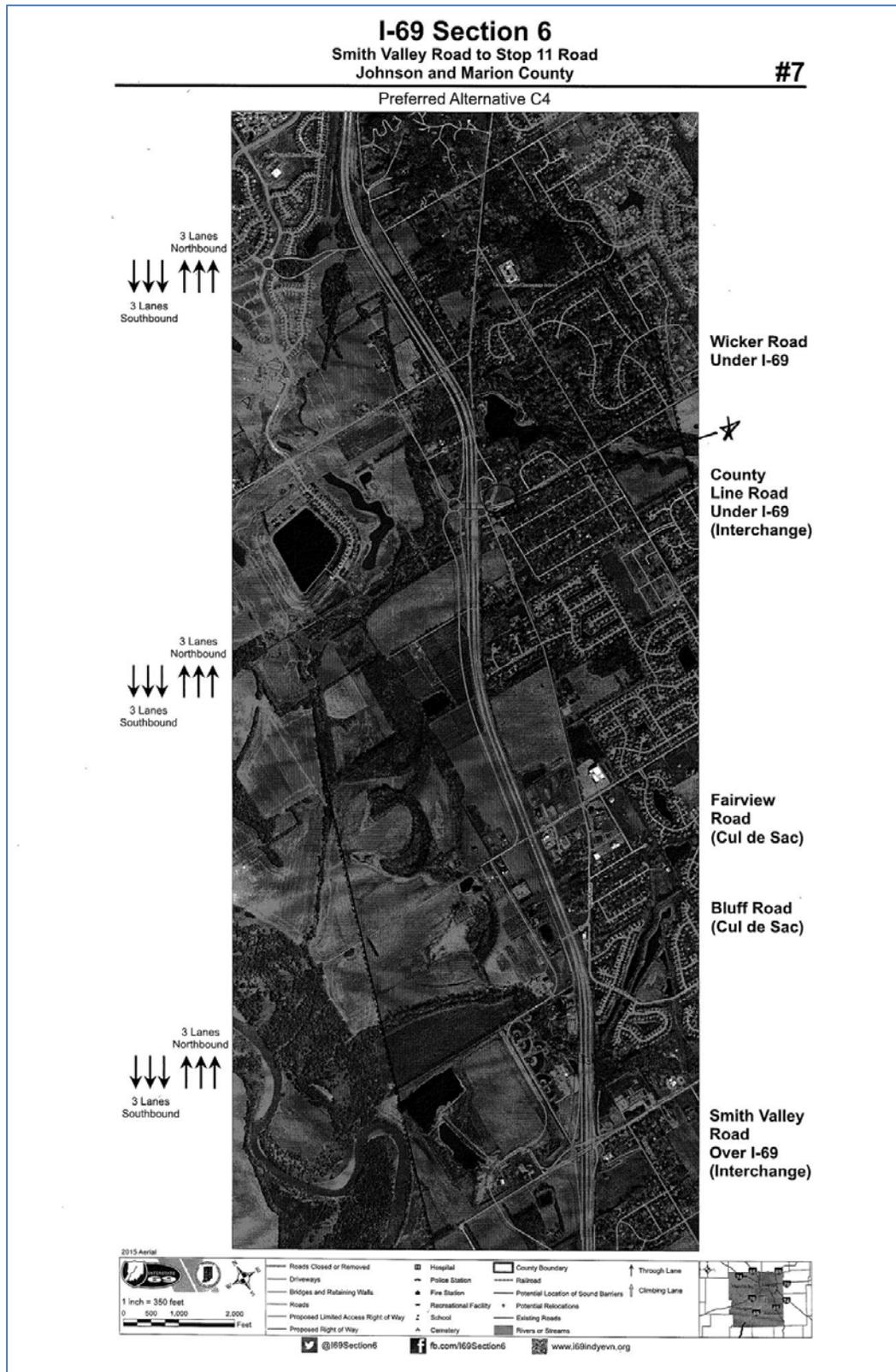
1. Please design the clover in the northeast quadrant of this intersection in such a way to maximize the utility of the parcel at the southwest corner of Bluff Road and County Line Road (State Parcel No. 49-14-21-111-004.000-500). This can be done by moving the right-of-way line as far west as possible and by rounding out the edges of the parcel taken so that the southwest corner of the remainder parcel not used for right-of-way purposes is as close to 90 degrees as possible.
2. Please ensure that the properties north of County Line Road and west of Morris Road have a curb cut and access to County Line Road.

I have included a map to supplement the comments above and identify those portions of preferred Interstate 69 alignment that are referenced above. If you have any questions or would like further comments, please do not hesitate to contact me.

Response:

Right of way acquisition in the northeast quadrant of the interchange has been minimized to the extent feasible. The location and design of the loop ramp in the northeast quadrant of the interchange is designed to meet state and federal safety requirements, and is driven by the location of the roundabout at the terminal intersection.

Access drives are shown in the Refined Preferred Alternative to serve the remainder of the parcel described in this comment as well as the adjacent parcel to the east. Interchange design and access restrictions are subject to refinements during project design.





PI133 **05/08/2017 E-mail**
Anne Reams

PI133-01 **Comment:**

I live at the intersection of Burton Lane and Burton Place. With the overpass going across 37/69 to nowhere I will have an increased amount of traffic and since the ramp will end at McDonalds my property is now worthless. I don't understand why this is needed. Not only will it take away my children's school it will not serve a purpose since the 39 bypass is right there.

The retaining wall that will be put up behind the houses will only serve as a drug hide-away. The interstate will completely leave Martinsville a ghost town or a new meth capitol. Also, no one thought of a sound barrier by the plaza that will all be empty stores, there is a neighborhood behind there that no one really cares about.

Response:

The Burton Lane overpass is not included in the Refined Preferred Alternative, and the school will not be relocated. See response to comment PI061-01 regarding the previously proposed Burton Lane overpass.

An evaluation was conducted for the entire length of I-69 Section 6 to determine where it is reasonable and feasible to construct sound walls. See response to comment PI015-01 regarding INDOT's Noise Policy.

PI134 **05/08/2017 Letter**
Ann Marie Bowling and Bryan Moll, PLS, IU Health Morgan

PI134-01 **Comment:**

Re: Johnson County Parcel 41-04-18-031-057.00-039

Mike [Jett]:

As a follow-up to our meeting on April 13, 2017, below please find IU Health's comments regarding the proposed alignment and secondary roadways of the above referenced parcel. The current proposal, as illustrated below, essentially divides the IUH Morgan parcel in half leaving no value in the land or potential for future development.

As shown below, IU Health proposes an alternative alignment with access from Travis Road from Parcel 41-04-18-042-062.001-054, property address of Travis Road owned by Jeffery A. Sr. & Karen M. Dickey (Proposed Parcel). The Proposed Parcel is a Residential Excess Acreage land type containing one (1) acre with approximately 86.46 feet of frontage on Travis Road. The Proposed Parcel connects to the southeast portion of the IUH Morgan Parcel leaving the majority of the acreage available for future use.

Current Proposal Illustration**Proposed Parcel****Response:**

In the Refined Preferred Alternative, the local service road between CR 144 and Travis Road is realigned along the western edge of the cited property to avoid splitting the property. The suggested realignment of the local service road along the east edge of the property was considered, but is not recommended since it would not provide a direct link with the continuation of the roadway north to Whiteland Road and increased impacts to the natural environment, such as forest and wetlands.

PI135**05/08/2017 E-mail****Paul Peaper, President, Peaper Brothers, Inc.****PI135-01****Comment:**

The Peaper family has owned over 35 acres in the 4200-4300 block of Bluff Road since 1909. We are part of the Southside German Market Gardeners Historic District, and we were awarded the Hoosier Homestead Farm Centennial Award by Governor Mitch Daniels in 2009. Approximately 50 years ago we lost acreage, along with the quiet and peaceful country life, when I-465 was initially built. The economic impact will be much greater at this time if we lose more ground due to the proposed I-69 initiative for many reasons including:

This will have a negative impact on property values. We now have 6 family homes built on the acreage.



Any loss of ground will reduce the amount of crops that can be raised which will result in a loss of annual income. This is a major concern now and for future generations.

Response:

Right of way through this area has been minimized to the extent feasible in the Refined Preferred Alternative, but the need for 1 acre of property from the Peaper property immediately adjacent to I-465 cannot be avoided. Refinements will be explored during final design.

See response to comment PI002-01 regarding INDOT's Relocation Policy.

PI135-02

Comment:

The increase of noise, dust, etc. from the construction will have a negative impact on our vegetable crops.

The permanent increase of noise and vehicle pollution upon completion of the initiative is a great concern for the health of the residents and crops.

Response:

Increases in traffic levels will occur regardless of where I-69 connects to I-465. Efforts are made throughout planning and design phases to minimize impacts, but the temporary construction impacts described and permanent increase in noise and vehicle impacts are unavoidable.

PI135-03

Comment:

Closure of Bluff Road for reconstruction of the I-465 bridge will cause great traffic issues for our farm business as it will be a hardship for our customers to reach our business to pick up their produce orders. We also farm acres that are located south and west of I-465 and it will be difficult to transport large farm equipment if it is not possible to travel south on Bluff Road.

Response:

Maintenance of traffic plans for construction will determine the location and duration of any road closures. If a detour were needed at Bluff Road and I-465, Meridian Street would be a suitable alternative route. Also, any traffic accessing this area from I-465 still would need to use interchanges at Harding Street or East Street.

PI135-04

Comment:

A devastating impact on our ground will likely come from water and drainage issues. The initial construction of I-465 caused a major amount of areal flooding on our ground and, in times of heavy rain, this flooding spread to our homes. At our own expense we had to install drainage ditches to manage the water flow. We are very concerned that the increased size of I-465 will exacerbate the flooding issue as water flow will increase greatly and the current drainage ditches are not equipped to handle the extra flow. There are also not any options to expand the ditches in order to manage the increased flow and



there is great concern of future crop loss, as well as damage to the existing residences and buildings.

Response:

See response to comment PI051-02 regarding potential drainage issues.

PI136 **05/08/2017 E-mail**
Steve Sonnega

PI136-01 **Comment:**

I am writing on behalf of several cycling and hiking enthusiasts to encourage INDOT to include biking/pedestrian lanes on one or more of the overpasses and access roads that cross SR 37 (I-69) towards the Morgan-Monroe Forestry. I have reached out to representatives of the City of Martinsville, the Central Indiana Biking Association (CIBA), the Knobstone Hiking Trail Association and the Central Indiana Wilderness Club and these organizations support the need for bike/pedestrian lanes to cross SR 37. My first concern is for public safety, as every year we have accidents, even fatalities, of pedestrians trying to beat the traffic and cross SR 37 in Martinsville. Bike/Pedestrian lanes would certainly allow for safer travel across the new I-69. Secondly, there is a tremendous potential for economic growth for the area as Martinsville is the gateway to the Morgan-Monroe Forestry and to beautiful Southern Indiana. Each year, hundreds of hikers and cyclists pass through Martinsville, and a trailhead located east of SR 37 (I-69), supported by and bike/pedestrian lanes across the highway, would be a great benefit to tourism in the greater Martinsville area. Lastly, Martinsville, as well as the State of Indiana, suffers from statistically higher rates of obesity and related health issues. Anything that the State, County and City can do to encourage outdoor activity can only work to promote healthier Indiana. Thank you.

Response:

See response to comment PI064-01 regarding bicycle and pedestrian facilities.

PI137 **05/08/2017 E-mail**
William Neale

PI137-01 **Comment:**

I am submitting these comments as a member of the family that owns the Walgreen's property in the northwest quadrant of the corner of State Road 37 and Ohio Street in Martinsville. The current beneficial owner is my mother-in-law, Claribel Stewart. This property has been owned by the Stewart family, and leased to Walgreen's, for many years. The ownership of this property reflects the family's support of the Martinsville area and, in particular, our belief in this particular location.

Walgreen's is the gateway to the northwest quadrant of Ohio Street which contains a concentration of retail establishments. As a high-profile name brand that is open 24/7, the Walgreen's is important to the commercial prosperity of that quadrant as well as the



City generally. The City of Martinsville will benefit when future travelers on I-69 are attracted to exit onto Ohio Street because they will recognize the Walgreen's at that interchange and may shop and dine at the various retail establishments in that quadrant. And, it goes without saying that residents of Martinsville and the surrounding communities depend on this Walgreen's for their prescriptions and other products that Walgreen's sells.

Our family strongly supports the development of a design solution for I-69 that would allow the continuation of the Walgreen's business at its current location. Should you have questions or wish to discuss this matter, please feel free to contact me.

Response:

INDOT will minimize impacts on Walgreens as much as possible. However, due to the close proximity of Walgreens to existing SR 37, constructing the interchange at Ohio Street will impact parking at the business. The financial impact to Walgreens of acquiring parking will be assessed during the land acquisition process. See response to comment PI018-01 regarding partial relocation and INDOT Relocation Policy.

PI138 05/08/2017 Letter

Chip Keller, Keller Office Supplies

PI138-01 Comment:

Thank you for giving the public this opportunity to have input into the planning process of Section 6. As a passionate advocate, city councilman and citizen of Martinsville, the importance of properly planning for I-69 cannot be overstated.

I agree with the route in general but have a few specific comments. While I realize that not all businesses can remain unaffected by the creation of an interchange at Ohio Street, I do think the southbound exit lane on the west side of the interchange should be altered to allow the Walgreens property to remain as is. While I see that commercial area on the southwest corner of Ohio Street changing over time, I believe Walgreens is an “anchor” to this commercial area that should be accommodated.

Response:

See response to comment PI137-01 regarding Walgreens.

PI138-02 Comment:

I would also request that the design of all interchanges be made as pedestrian/bicycle friendly as possible. Separate pedestrian lanes beyond a simple sidewalk are needed to connect the heart of downtown Martinsville to the east side of town and the Knobstone Trail that goes from Indy to Bloomington.

Response:



See response to comment PI064-01 regarding bicycle and pedestrian facilities.

PI138-03 Comment:

At SR 252, I would like to see INDOT complete the road upgrade of Hospital Drive all the way to Morgan Street. At Grand Valley Boulevard, I would also request INDOT complete the street upgrade of South Street all the way to Ohio Street. The City of Martinsville deserves a “little extra” effort and resources since unlike other areas of I-69 it cuts right through the middle of our City.

Response:

See response to comment PI018-01 regarding INDOT participation in local road upgrades not directly a part of I-69 project.

PI138-04 Comment:

My last request deals with aesthetic issue and treatments. Since construction of I-69 certainly runs right through the middle of Martinsville, the appearance of I-69’s interchanges and overpasses is even more important than other areas of I-69 where it only borders the edges of municipalities. As people drive along I-69 through Martinsville, the interstate will appear to be part of the City. “Quality of place” is a critical piece to economic development. The three interchanges (SR 252, Ohio Street, and Morton Avenue/39 bypass) need to welcome visitors and mark our community as distinctive from other places and attractive as an area to reside, work, and visit. While I view no one interchange as “the” gateway into Martinsville, I do view each as an opportunity to brand Martinsville and welcome visitors into our City. Instead of plain, simple concrete monoliths, the interchanges and overpasses should be designed to be architecturally creative and appealing. Proper and attractive “way-finding” signage should also be incorporated in the areas immediately surrounding the local access roads and interchanges. Again the goal should be to brand our community as distinct and welcoming.

Thank you again for allowing me the opportunity to provide my thoughts on I-69, Section 6. As a resident and Common Councilman for the City of Martinsville, I look forward to working with INDOT to make the most of the challenges and opportunities Section 6 presents. Please do not hesitate to contact me if needed.

Response:

As the project continues into design, INDOT will consult and confer with local governments regarding project elements such as signage, bridge design and landscaping.

These elements will include efficient aesthetic treatments such as form liners, colored surfaces on noise walls or concrete, and native landscaping.

**PI139 05/10/2017 Letter
Richard Hockema, PE, Aspen Lakes Apartments**



PI139-01 Comment:

This response is made on behalf of Aspen Lakes, LLC, and is made pursuant to the Request for Public Comment on the I-69, Section 6 Draft Environmental Document.

Aspen Lakes, LLC is the owner of the Aspen Lakes Apartments, a 322 unit apartment complex located adjacent to the intersection of Southport Road and State Route 37. Aspen Lakes, LLC is an affiliate of the Hunt Development Corporation and is wholly owned by members of the David W. Warner family.

The official end date for the submission of comments was May 8, 2017, but at a meeting of Aspen Lakes personnel and representatives of INDOT on Thursday, May 4, 2017, we asked for, and received, permission to submit our comments as of the Close of Business on May 10, 2017.

We purchased the Aspen Lakes property from National City Bank in 2005. At the time of our purchase, what is now the Aspen Lakes Apartments were roughly half completed; construction had ceased at some point prior to early 2005 and at the time of our acquisition construction of the original eight buildings had been halted. The level of completion of those eight buildings ranged between 20% and 80%. We completed construction of 192 units in a 2006 timeframe

At the time the property was sold to us we were unaware that extension of I-69 along the route of SR 37 was under consideration. At some point in 2006 or 2007 we were invited to several meetings with INDOT representatives that outlined the three different routes for the extension of I-69 that were then under consideration. We concluded that the obvious choice was the route that intersected with I-465 at Mann Road. Certainly, both land acquisition and construction at the Mann Road location would be dramatically less costly than extension of I-69 along SR 37.

We then concluded that there was little chance that the SR 37 route would be selected.

Response:

The December 2, 2003 Tier 1 FEIS (Section 6.3.4) and March 23, 2004 Tier 1 Record of Decision (Section 2.1.9) both stated affirmatively that no Mann Road alignment would be considered in Tier 2 studies. Further, the Tier 1 FEIS identified Southport Road at SR 37 as the location of a potential interchange in I-69 Section 6.

The I-69 Tier 2 public web site consistently stated from the beginning of Tier 2 studies in early 2004 that all alternatives in Section 6 would use the SR 37 corridor. There is no documentation in INDOT or consultant records of any discussion of alternative routes to SR 37 during the period described.

PI139-02 Comment:

In a 2009 time frame, we moved forward with development of Aspen Lakes Phase Two and constructed 130 additional units in what are now Buildings 9, 10, 11, 12, and 13 of Aspen Lakes. We felt that this was appropriate from both a marketing standpoint and



from an economic standpoint. We felt that the market was ripe for additional apartments, and the attractiveness of our acquisition of the Aspen Lakes site was to a great extent dependent upon successful development of the entire site.

Our comments appear below:

[Note that numbering of points in the comment reflect numbering in letter as submitted. It had no point 6, and two points 9. Comments with a common message have been grouped together for response.]

1. I-69 should follow the Mann Road route. This route is markedly superior the SR 37 route.

Response:

As described in response to comment PI139-02, Mann Road alternatives for I-69 Section 6 were not under consideration when Tier 2 studies began in 2004. INDOT focused on project activities in Sections 1 through 5 until October, 2014. On October 15, 2014, FHWA published a Notice of Intent (NOI) in the Federal Register, informing the agencies and the public that environmental studies would resume in Section 6. The NOI stated that due to the potential for increased impacts and/or changed conditions, that these studies would consider alternatives outside the selected Tier 1 corridor (which uses SR 37).

Since resumption of Section 6 studies in 2014, FHWA and INDOT considered two preliminary alternatives (K3 and K4) which would use the Mann Road corridor. As described in Section 3.4.3.5 of the FEIS, Alternatives K3 and K4 were more expensive than the SR 37 alternative (Alternative C) and did not offer notable advantages in performance or environmental impact. The preliminary alternatives screening process determined that all alternatives considered in the DEIS would follow the route of SR 37. This corresponds to the alternative selected in the I-69 Tier 1 ROD, known as Alternative 3C.

PI139-03

Comment:

2. If I-69 is to be extended along SR 37 we much prefer the C4A configuration because it would result in complete acquisition of Aspen Lakes by INDOT.
3. Construction of the C4B alternative would have a devastating economic impact upon Aspen Lakes. Sadly, we have twice experienced similar roadway projects that seriously limited access to our properties; in each situation we suffered substantial loss.

We know that we will suffer very substantial economic loss during the construction phase of any I-69 alternative. We much prefer to sell Aspen Lakes rather than deal with the management problems that C4B would generate, both during construction and thereafter. Completion of the C4B alternative will decrease the value of Aspen Lakes by something more than 10% and perhaps as much as 30%.

Response:



These comments were considered with other public input in evaluating options for the Southport Road interchange. See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

PI139-04

Comment:

4. C4B relocates Southport Road so that it completely bypasses Aspen Lakes. Aspen Lakes ends up at the end of a dead end street. All drive-by leasing traffic will be eliminated.
5. The C4B alternative constructs a northbound exit ramp from I-69 that extends into our property and requires the removal of 24 apartment homes; as currently proposed, this exit ramp must be elevated in order to carry traffic from the existing grade of SR 37 to the new Southport Road overpass which must be approximately 17 feet above the existing elevation of SR 37. This exit ramp and the traffic on the exit ramp will be noisy and visible.
6. In order to minimize the adverse impact upon Aspen Lakes every effort should be made to construct the I-69 and the northbound exit ramp to the existing Southport Road roadway at essentially the existing grade of SR 37 and as far from the apartment buildings as possible.
7. In order to reach Aspen Lakes from I-69 it will be necessary to leave I-69 at relocated and elevated Southport Road, travel 1200 feet or so to the east and then travel west on the abandoned Southport Road roadway to the existing entrance to Aspen Lakes.

Response:

Comments noted. See response to comment PI006-01 regarding the selection of an interchange option at Southport Road.

PI139-05

Comment:

8. Drive-by traffic from prospective renters at Aspen Lakes will be virtually nonexistent. We do not know whether it will be possible to place any signage along relocated Southport Road that will direct the public to Aspen Lakes.

If the C4B alternative is selected, Aspen Lakes Apartments should receive appropriate signage at the intersection of the existing and proposed Southport Roads in order to alleviate the impact of being located on a deadend street.

9. We will experience very substantial economic loss, loss for which we are told we will not be compensated.

It seems hardly fair that we bear a significant share of the cost of building a roadway that is of no benefit to the 322 families that live at Aspen Lakes and markedly reduces the value of our property.

Response:



Comments noted. See response to comments PI006-01 regarding the selection of an interchange option at Southport Road, and PI002-01 regarding INDOT's Relocation Policy. See response to comment PI128-01 regarding management and signing along local roadways.

PI139-06

Comment:

10. C4B as currently being considered appears to preserve most of the existing apartments, but it locates a significant amount of traffic volume close to people's homes and will greatly increase noise levels for those dwellings. Sound walls have been proven to be of limited effectiveness, and any sound mitigation at Aspen Lakes will be small. It appears that the proposed interstate road and northbound exit ramp will be located within 50 feet of three apartment buildings with 72 residences. All of the 322 families at Aspen Lakes will be negatively affected by the construction of I-69, but those 72 families will be more adversely affected than most. Further, sound walls are of no real value if they do not obstruct the direct line of sight to the flow of traffic. The third story apartments at Aspen Lakes are roughly 20 feet above grade and in order for sound walls to have any real benefit it will be necessary to construct the I-69 roadway and the northbound exit ramp at or near the existing grade of SR 37.

Response:

See response to comment PI015-01 for a description of INDOT's noise policy.

According to the Noise Technical Report (Appendix T of the FEIS) prepared for I-69 Section 6, there are 77 noise receivers in the Aspen Lakes area which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled, and the results are presented in Appendix T.

The most efficient location for a noise barrier is as close to the source or the receiver as possible. Therefore, noise barriers are modeled 5 feet inside the right of way, at edge of shoulder on top of retaining walls, or just outside the clear zone in areas where the mainline or ramps were at a higher elevation than the adjacent receivers. Highway traffic noise barriers can reduce the loudness of traffic noise by as much as half but do not completely block all traffic noise. Barriers are most effective at reduction of noise levels within 200 feet of a highway, usually benefiting the first row of residences.

At this location, a 12-foot barrier was modeled and found not to be feasible as this design would not achieve a 5 dBA noise reduction at a majority (>50%) of impacted receptors. Additionally, this barrier was found not to be reasonable as it does not meet the design goal of a 7 dBA reduction for 50 percent of the benefited first noise row receptors. This barrier design is also not reasonable as it would benefit only 29 of the 77 impacted receivers at a cost of \$43,376 per receiver.

As the 12-foot barrier was found not to be feasible or reasonable, the optimized barrier was modeled. This barrier would be 3,495 linear feet and average 21 feet in height for a total cost of \$2,201,280. This barrier met the feasibility criteria. This barrier would reduce



noise levels for 71 receivers or households at a cost per benefited receiver of \$15,951. As the cost per benefited receiver was less than the INDOT Noise policy threshold, noise barriers were determined to be reasonable at this location.

PI139-07 Comment:

"10. If Alternate C4B is the selected interchange design, the modifications suggested below should be considered

- We think it might be possible to move the interstate as much as 45 feet west of the location shown without encroaching on the existing pipeline easement or other utilities west of existing highway 37. Making that adjustment would nearly double the distance from the interstate for several apartment buildings. This suggestion and the one below could allow all or most of the Aspen Lakes landscaping to remain in place and might permit retention of the existing apartment building that would otherwise require removal.
- We believe that the northbound exit ramp off of I-69 should connect to the existing Southport road west of the current entrance to the Aspen Lakes Apartments at or near the current grade of SR 37. Connecting to the existing road at grade would reduce road noise somewhat and would result in lower construction costs. Maintaining the exit ramp and new interstate at near the same elevations might also allow tightening the divergence of the northbound exit ramp from I-69 and provide a somewhat greater separation from the apartment buildings. It may also permit retention of the 24 unit building that would be demolished under the current C4B proposal.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road. An extensive review of options and associated impacts has been conducted at this location to minimize impacts to Aspen Lakes Apartments, while avoiding overall relocations and impacts in the vicinity of the interchange. Shifting the alignment further west would increase relocations and impacts further north. Providing a connection to Southport Road at the current elevation of SR 37 is infeasible since Southport Road is elevated through the interchange.

PI139-08 Comment:

- The C4B plan indicates acquisition of the BP gas station on the corner of Southport Road and SR 37 together with acquisition of a contiguous parcel. We believe that both of these properties are commonly owned. If these properties are acquired, by INDOT we should be given the opportunity to buy that portion that was not necessary for I-69 construction. If we acquired a portion of this property we could markedly improve the attractiveness of the entry to Aspen Lakes. Our property would still experience much reduced access and visibility, but we would at least have a much enhanced entry.

Response:



See response to comment PI006-01 regarding the selection of an interchange option at Southport Road. Regarding the BP property, the proposed acquisition at this location is needed for the project to accommodate drainage and utility relocations. Any excess land in this and other areas along the corridor will follow INDOT’s Real Estate’s excess land procedures.

PI139-09 Comment:

- The proposed Southport Road overpass over I-69 could be angled so that it is oriented more in the northeast, southwest direction. Angling the bridge would make it longer and increase its cost somewhat, but it would also lessen the encroachment on businesses in the northwest quadrant of I-69 and Southport Road and thereby reduce the cost of land acquisition.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road. See response to comment PI139-07 regarding reviews of alternate alignments through the interchange area.

PI139-10 Comment:

- If the C4B alternative is selected, traffic from 300+ apartments plus the traffic from the existing 200+ homes in the Perry Commons subdivision would in our opinion necessitate a signal at the intersection of the existing Southport roadway with relocated Southport Road. In the absence of a signal it will be very difficult for persons from Aspen Lakes and the Perry Commons subdivision to access relocated Southport Road to travel west. During rush hours, there is heavy traffic on Southport Road; making left turns from Aspen Lakes and the Perry Commons subdivision will be both difficult and dangerous in the absence of a signal.

Response:

See response to comment PI006-01 regarding the selection of an interchange option at Southport Road. See response to comment PI042-01 regarding traffic forecasts and consideration of future development. It was found that a traffic signal may be appropriate at the existing Southport roadway intersection with relocated Southport Road. See response to comment PI021-01 regarding the need for a warrant analysis during design.

**PI140 05/08/2017 Written Comment
Nancy Adkins**

PI140-01 Comment:

I hope you complete Section 5 before you start on Section 6. Why didn't you go around Martinsville?

Response:



Section 5 is scheduled for completion in 2018, well before Section 6 construction could begin. See response to comment PI001-01. A bypass of Martinsville was considered as Alternative N in conceptual screening and was eliminated from consideration due to greater impacts to wetlands, streams, and forested areas than Alternative C (ultimately identified as the preferred alternative) with no benefits in meeting the project purpose and need. Alternative N did not receive support from the public, stakeholders, or environmental resource agencies, and prompted letters of opposition from the City of Martinsville. See Section 3.3 of the FEIS for a description of the conceptual alternatives screening process.

**PI141 05/08/2017 Written Comment
Thomas Leeper**

PI141-01 Comment:

Having been born and partially raised in southern Indiana, and having witnessed our family's exodus to central Indiana because of a lack of opportunity in southern Indiana, I am fully aware of our delayed need for I-69. Living at my current address no matter what final route is chosen, I will be affected.

For many years witnessing the fixes in northeast Indianapolis on I-69 it seemed to me that INDOT would try to alleviate a very crammed connection to I-465 to help alleviate local traffic concerns. I would think they would leave IN 37 intact to County Line Road or at least Southport Road. I-69 could run alongside IN 37 to Banta Road then turn northeast past apt on West side to I-465 allowing more room from IN 37 and Harding Street Interchange. This would help alleviate all this now being proposed to all exit at Southport Road, which is not suited for the Southside traffic. At the meeting at Perry Meridian High the lady for I-69 project voiced a concern to alleviate as much as possible the need for bridges. Having resided on Epler, I have witnessed the gravel pits being filled in quickly if needed for commercial or business ventures. All the construction and additional road work and local company's businesses could easily fill in sufficient area for the new highway without the need for bridges.

If your current proposal is used I feel a need for a suggestion. At the meeting they implied that any traffic northbound on I-69 would use Harding Street. Truck business, Flying J, Pilot, Mr. Fuel, Freight Liner among others would have to exit at Epler. As proposed this would have only Epler Avenue as a corridor to the whole Sunshine Gardens neighborhood. That not only would give us only one road but would have to share with all northbound truck traffic.

Response:

The proposed configuration of the Epler Avenue ramps is included in the Refined Preferred Alternative to provide access from the south for the businesses referenced. This access was requested by local businesses and the City of Indianapolis. The existing Harding Street interchange would provide access to the businesses is provided from the north. This configuration would also provide interstate access to the Sunshine Gardens



neighborhood from both the south and the north. Section 6.3.2.8 of the FEIS describes the alternatives considered and the reasons for selecting this configuration.

Note that in addition to the linkage from Epler Avenue, the Sunshine Gardens neighborhood will also have access via Concord Street.

PI141-02 Comment:

I would hope that INDOT would at least have a service road available for local traffic on the west side of I-69 from Epler to at least Edgewood, Banta and hopefully Southport Road. It would help give me faster access for the Fire Dept. on Edgewood Ave.

Hopefully Section 6 won't take almost a half of a decade like Section 5. I look forward to visiting my relation in Vincennes, Evansville, and Booneville using the new interstate. The sooner the better.

Response:

In the Refined Preferred Alternative, Belmont Avenue is maintained for local access along the west side of I-69 between Edgewood Avenue and Southport Road. Kopetsky Drive on the east side of I-69 will continue to link Edgewood Avenue and Epler Avenue. See response to comment PI001-01 regarding the project schedule for I-69 Section 6.

Public Organization (PO) DEIS Comment Responses

PO001 03/31/2017 E-mail
Kateyln Hurt, Morgan County Economic Development Corporation

PO001-01 Comment:

I work with the Morgan County Economic Development Corp and I am searching for an address list of the possible affected properties in Martinsville for I-69's Section 6. Could you point me in the right direction to find this information? I know that the updated maps are available on the website, but I was hoping to find a list of addresses.

Response:

INDOT does not provide lists the addresses of specific properties or property owners impacted by the project. Business and residential structures impacted by each alternative are shown as points on maps identified in the relocation mapbook following Section 5.2 in the FEIS.

The final determination of whether a property is relocated is made when more detailed information is available during project design.

PO002 04/06/2017 Public Hearing Written Comment
Charlie O'Connor, Haggard Estates Homeowners Association



PO002-01 Comment:

Haggard Estates Homeowners request sound barrier be erected to reduce noise level, 20 homes Waverly Rd/South - Morgan Co.

Response:

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. A noise barrier is determined to be feasible if it achieves at least a 5 dB(A) reduction in traffic noise for the impacted parcels (receptors) near the source of the noise (interstate). A barrier must also be reasonable, meaning the barrier must meet INDOT's cost-benefit analysis and be desired by landowners or tenants. To be cost effective, the noise barrier cost must be \$25,000 or less per benefited receptor and be supported by a majority of the benefited receivers. Noise barrier locations identified in the FEIS will be confirmed during the design phase. In addition, other locations may warrant further investigations during the design phase once specific survey and design information is available. During the design phase, INDOT will conduct public meetings specifically to discuss noise wall locations and solicit feedback on whether noise walls should be constructed where they have been determined to be reasonable and feasible.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are three noise receivers in the Haggard Estates Subdivision which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 2,400 feet long with an average height of 19.9 feet, with a total cost of \$1,431,030. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 3 receivers or households at a cost per benefited receiver of \$204,433, exceeding the INDOT Noise Policy threshold for cost effectiveness.

PO002-02 Comment:

Request to move easement to N/E to avoid interrupting property for 3 homes in Subdivision. Farmland appears on other side and could be taken there.

Response:

Although farmland is located on the other side of the proposed right of way across from the Haggard Estates subdivision, shifting the I-69 alignment as suggested would result in greater impacts than the alignment currently planned. Unlike the limited property impacts of the current plan, complete relocation of residential properties would be required further north. The gentle curves required by design standards for interstate highways would not allow the alignment to shift back to avoid these homes.

PO002-03 Comment:



Drainage issue existing at area where 3 homes will be affected by easement intrusion.

Response:

Drainage details will be developed in the next phase as a part of project design. INDOT will assure that drainage for any new or improved road sections constructed for this project meets current design standards. INDOT may not be able to correct existing problems on adjacent local roads, but the project design will not make them worse.

**PO003 04/06/2017 Public Hearing Written Comment
Ryan Durrell, Center Grove Little League**

PO003-01 Comment:

More info as to how this affects the baseball fields.

Response:

In the Refined Preferred Alternative, the local service road extending north from Smith Valley Road was shifted to the east to parallel I-69 through this area. As a result, it will no longer pass by the Center Grove Little League Baseball Fields. Access to the baseball fields will be provided on the existing access road via a new intersection with the local access road.

**PO004 04/17/2017 E-mail
Greg Wathen, Southwest Indiana Chamber of Commerce**

PO004-01 Comment:

After reviewing the maps for the preferred alignment for Section 6, Interstate 69, I concur with the recommendation for the proposed alignment, i.e. utilizing and upgrading the existing Indiana Highway 37 for Interstate 69. The connection with Interstate 465 should go no further west as that would drive traffic in the opposite direction from the northern connection to Interstate 69.

Response:

Comment noted.

PO004-02 Comment:

INDOT should reconsider in dealing with future highway construction asking local units of government to increase the setback from limited access roads to ensure that upgrades can be made with less disruption.

Response:

The potential benefits are noted, but INDOT has little or no control on setback requirements. Setback requirements are established and enforced by local units of government based on county or municipal zoning and subdivision control ordinances.



PO005 05/05/2017 Written Comment
Douglas Berty, Wakefield Estates

PO005-01 Comment:

We, the under-signed, request a study for a Sound Barrier / Safety Barrier for our area. The proximity of the homes and the prior incidents of vehicle accidents in this section cause concerns for the residents safety. The increase in vehicle traffic, especially the semi-truck will increase the noise levels significantly. Please give us the peace of mind to know our children can play in our back yards, without fear of danger from passing traffic. Thank you for your time, and please consider our property values as well as our quality of life with the changes from this development.

Petition for noise barrier on I69@ Wakefield Subdivision

The signatures below are residents along the corridor of the proposed new C4 I69 Section 6. We are requesting a study to add Noise Barriers along the section North of Smith Valley Rd. On the East side of the next entrance ramp to I69 north bound :

Travis and Ann Fink / 239 Haywood Rd. / finktravis@gmail.com
Chene and Lewis Wiser / 227 Haywood Rd. / fineartree@hotmail.com
Doug and Penny Berty / 384 Wakefield Ct. / ddb5656@yahoo.com
Jerry and Sharf Turpen / 136 Haywood Rd. / sturpen50@gmail.com
Doug and Nancy Stovall / 5981 Haywood Ct. / dosto@comcast.net
Tom and Jennifer Charles / 372 Wakefield Ct. / jennifer_j_charles@hud.gov
Steve and Jamie Winters / 5997 Oakheaven Drive / jai2001@sbcglobal.net
Samara and Devin Cicero / 407 Wakefield Court / samaracicero@gmail.com
Andrew and Heidi Griffin / 406 Wakefield Ct. / andrewgriffin77@gmail.com
David and Rebecca Martin / 431 Wakefield Ct. / rmatin4321@yahoo.com
Nick and unknown Unknown / 395 Wakefield Ct. / unknnow
Aaron and Sarah Anderson / 383 Wakefield Ct / waysam4@comcast.net
Matt Linzen / 371 Wakefield Ct. / lizenmb@gmail.com
Jimmy Handler / 371 Wakefield Ct / jphswimmer@aol.com
Scott Carey / 359 Wakefield Ct. / unknown
Brian unknown / 323 Haywood Rd. / riordan323@comcast.net
Bernadette Kailie / 311 Haywood Rd. / bernadette.kailie@yahoo.com
Melosa McCoy / 5933 Haywood Ct. / mmmccoy2@yahoo.com
Jake and Annee David / 5945 Haywood Ct. / jadavis218@gmail.com
Mary Hackett / 5969 Haywood Ct. / mfoote0719@gmail.com
Alice and Dale Benson / 5969 Haywood Ct. / abenson4774@gmail.com
Unknown Tam / 5930 Haywood Ct. / Unknown
Donna and Jason Kemp / 5958 Haywood Ct. / unknown
Justin Wyaft / 288 Haywood Ct. / justinpwyatt@gmail.com
Doris and Tim Delph / 264 Haywood Rd. / unknown
Adam and April Roberts / 240 Haywood Rd. / unknown
Kristin Stickle / 228 Haywood Rd. / kristinloesch@yahoo.com
Nate Russ / 209 Haywood Rd. / natemrush@gmail.com



Erin E. Arashire / 180 Haywood Rd. / unknown
 Lori Wyatt / 5890 Oakhaven St. / tigorz@yahoo.com
 Jason Wolfer / 5890 Oakhaven Dr. / unknown
 Anita Thomas / 5902 Oakhaven Dr. / unknown
 Wendy and Rob Rueff / 5938 Oakhaven Rd. / wkruEFF@yahoo.com
 Amrit Kaur / 5919 Oakhaven Dr. / kamit90@gmail.com
 Sumio Sawono / 5973 Oakhaven Dr / samio416@yahoo.com
 Michelle and Ryan Burt / 5971 Wakefield Rd. / ryanb@indy.gov
 Bill Worley / 5959 Wakefield Ct. / unknown
 Ryan and Amy Wuthem / Wakefield Rd. / unknown
 Dylan Powell / 360 Wakefield Ct. / dylanpowell39@ymail.com
 Krisi Andrews / 360 Wakefield Ct. / krisiandrews@gmail.com

Response:

See response to comment PO002-01 for a description of the INDOT Noise Policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 13 noise receivers in the Wakefield Subdivision that would experience an increase in noise levels such that they would be impacted. To effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 1,900 feet long with an average height of 18.2 feet, with a total cost of \$1,259,010. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it not be cost effective. This barrier would reduce noise levels for 37 receivers or households at a cost per benefited receiver of \$27,978, exceeding the threshold for cost effectiveness.

PO006 **05/08/2017 E-mail**
Dana Heidenreich, Willbrook Drive Neighborhood

PO006-01 **Comment:**

Please consider the following when planning the grade separation at I-69 and Egbert Road.

The Willowbrook Drive neighborhood is in a flood zone. Flooding occurs on this street often. It is not a 100-year occurrence. Two times since the 2008 flood, water has reached homes on the street. On one of these occasions rescue boats were dispatched to evacuate the residents. I am a resident on Willowbrook Drive and am concerned about the effect elevating Egbert Road to cross over I-69 will have on the already poor drainage conditions. As one county official put it, this will put us in even more of a bowl.

An important item to consider is the way water drains from our street in high-water conditions. For most of the homes left on the street, normal rainwater drains to the south toward Clear Creek. However, what may not be obvious in the hydrology studies you conduct is that once Clear Creek reaches capacity the water switches direction and flows north "up" the street, crosses Egbert Road and across or under the highway toward the river. This was evident in the 2008 flood and in the 2 times since then that flood waters over took the neighborhood as well as numerous times previously. My concern, which is



shared by my neighbors, is that the elevation of Egbert Road to cross over I-69 will inhibit this natural flow of floodwater and in essence create a dam/levee that will cause the water to accumulate even higher in our neighborhood than it has previously.

I am requesting that you conduct a careful study of the effect the grade separation will have on potential flooding on Willowbrook Drive and supply proper mitigation to remedy the potential effect on flooding issues.

Response:

In order to avoid lots on Willowbrook Drive that were purchased with FEMA grants, this crossing has been realigned in the Refined Preferred Alternative, including an adjustment to the access configuration at Willowbrook Drive Neighborhood. INDOT is working with Morgan County, environmental resource agencies, and the Federal Emergency Management Administration to assure that the road design does not worsen flooding impacts in this vicinity. The road design will include hydraulic analysis of water flow patterns.

PO006-02 Comment:

A secondary issue I wanted to mention is that the current preferred alternative has the Egbert Road grade separation crossing lots on Willowbrook Drive that were purchased with FEMA grants. It was my understanding, and apparently that of the county planning director, Kenny Hale, that these lots must be left to nature and not have any improvements built upon them. You may need to consider this as well as you plan ahead.

Response:

See response to comment PO006-01 regarding the properties purchased with FEMA grants.

**PO007 05/08/2017 E-mail
Dana Heidenreich, Willowbrook Drive Neighborhood**

PO007-01 Comment:

Resending with fewer pictures due to size constraints.

Response:

Previous e-mail (comment PO006) did not include any photos. Photos sent in this e-mail are shown below.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES
Section 6—Final Environmental Impact Statement





PO008 **05/08/2017 Letter**
Sam Burgess, Indiana Landmarks⁵

PO008-01 **Comment:**

Dear Dr. Weintraut:

Thank you for the continued opportunity to comment on the proposal for Section 6 of I-69.

We concur with the findings of National Register of Historic Places (NRHP) eligibility for historic properties identified within the APE. We do not object to the findings of "no effect" or "no adverse effect" for the properties identified in sections 4.1-4.8 or 4.11-4.16 of the Finding/800.11 Documentation.

Response:

Comments noted, including concurrence regarding NRHP eligibility and lack of objection to the findings of "no effect" or "no adverse effect."

PO008-02 **Comment:**

However, we would like to ask some further questions about the undertaking as it impacts the NRHP-eligible Travis Hill Historic District (4.9) and the John Sutton House (4.10) before we determine whether we concur with the finding of "no adverse effect" for those resources.

⁵ *INDOT prepared a partial response to this letter in a letter dated May 18, 2017. The responses provided here used the wording from the May 18, 2017 letter, updated and expanded as appropriate.*



Regarding Travis Hill, we would like to know whether the realignment of Stones Crossing Road would require the construction of a retaining wall where the road abuts the district. If so, we would ask that the wall be completed according to the principles of context-sensitive design to minimize its impact on the setting of the resource. A typical highway-grade retaining wall of stamped concrete or faux ashlar that is readily identifiable as cast concrete would not be considered acceptable in this setting.

Regarding the John Sutton House, we believe that the significant increase in elevation of the adjacent section of I-69 will have an adverse effect on the setting of the property and thus that the finding for this resource should be "adverse effect."

Response:

INDOT and FHWA do not agree that the Section 6 project will result in an adverse effect on the John Sutton house and the Travis Hills Historic District. This information was communicated to Landmarks in correspondence dated May 18, 2017. In additional letters provided to INDOT and its consultants on May 31, 2017 and July 17, 2017, staff of Indiana Landmarks expressed the opinion the I-69 Section 6 undertaking will have an adverse effect on the John Sutton House and the Travis Hill Historic District. Both properties had been found to have a no adverse effect by FHWA. On June 12, 2017, INDOT and FHWA visited the two sites with Indiana Landmarks to clarify and address the concerns of Indiana Landmarks. explained the proposed design. Meeting minutes and additional information were provided to Indiana Landmarks on June 30, 2017. However, Indiana Landmarks continues to believe that the project would have an adverse effect to the settings of both the John Sutton House and Travis Hill Historic District. Due to the inability to reach consensus, FHWA and INDOT consulted with the Advisory Council on Historic Preservation for a final determination. On August 17, 2017, ACHP indicated that the FHWA has applied the Criteria of Adverse Effect correctly.

The overpass at Stones Crossing Road has been eliminated in the Refined Preferred Alternative, so a retaining wall will not be required.

I-69 will cross over existing County Line Road. The grade difference between existing SR 37 and proposed I-69 will vary from 2 feet higher at the south end of the John Sutton House property to about 15 feet higher at the north end of the property. Sideslopes will be grassed.

The John Sutton House is eligible for listing in the National Register of Historic Places under Criterion C for Architecture. According to National Register Bulletin No. 15, "a property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important, however, for those properties whose design is a reflection of their immediate environment (such as designed landscapes and bridges)." The John Sutton house does "retain those physical features that characterize the type, period, or method of construction that the property represents," which the National Park Service states are the more important elements of integrity. As noted in the "Effects Report," at the present



time, integrity has been diminished by the modern buildings located between the Sutton House and the proposed interchange (about 1,500 feet away) and by the gas station, mall, and residential development within its setting.

The John Sutton House retains design, workmanship, and materials in the physical features of its Italianate architecture; therefore, we believe that the characteristics that make this property eligible for listing in the National Register would not be affected adversely by the undertaking.

PO008-03 Comment:

We concur with the findings of adverse effect for the Reuben Aldrich Farm and the Southside German Market Gardens Historic District. To mitigate the adverse effect upon the Reuben Aldrich Farm, we recommend that FHWA fund the preparation of a NRHP nomination and the planting of vegetative screening. As a mitigation measure for the adverse effect upon the proposed Southside German Market Gardens Historic District, we also recommend that FHWA fund a NRHP nomination for the district; provide vegetative screening as desired by the property owners; and ensure that all retaining walls conform to principles of context-sensitive design.

Response:

With regard to the Reuben Aldrich Farm, preparation of a NRHP nomination and the planting of vegetative screening as recommended would be accomplished in the design phase if the property owner provides consent. Note that once installed, any screening would be the responsibility of the property owner to maintain.

With regard to the Southside German Market Gardeners Historic District, an advisory team comprised of property owners in the district will be convened during the design phase to consider proposed mitigation measures. Context-sensitive design will also be considered during the design phase as it relates to the environment within the district.

**PO009 05/05/2017 E-mail
Christian Maslowski, Greenwood Chamber of Commerce**

PO009-01 Comment:

Thank you for your efforts to design I-69 section six and engage the community in planning. Earlier in the I-69 section 6 environmental study phase, we alerted INDOT to the operations occurring at Mallow Run Winery, 6964 West Whiteland Road, Bargersville, IN 46106.

Mallow Run sits on a 600-acre family farm (designated as an Indiana Homestead). The grounds around the tasting room now host outdoor concerts all summer; they are expected to host 20,000 or more summer concert guests, plus thousands more regularly visiting the tasting room. And while the public is most likely familiar with the winery for its nearly 20 acres of vineyards, the property also produces soybeans, corn, and high



quality beef. As such the farming operations – including the vineyards – regularly receive semi trucking shipments.

Other family farm operations occur in this immediate area, also generating truck traffic.

The I-69 Section 6 Draft Environmental Impact Statement does not include interstate ramps to, or an interchange with, Whiteland Road.

In lieu of direct access to Whiteland Road from I-69, these several hundred annual semi shipments will exit the new I-69 at County Road 144. They will conceivably travel east past a church, turn south onto North 625 West, and then turn back west onto Whiteland Road.

The intersections of CR 144 and N 625 W, and the intersection of N 625 W and Whiteland Road, are mainly residential thoroughfares. The intersection at N 625 W and Whiteland Road is not a four-way stop and it might be difficult for a semi to make this 90-degree turn. There is also some concern the intersections might be a little hidden from oncoming traffic.

The alternative would be for trucks to exit I-69 at CR 144 and continue southeast on CR 144 all the way to the Whiteland Road roundabout, where they may return west on Whiteland Road to Mallow Run. Without a designated truck route, and enforcement thereof, there is no guarantee this traffic pattern will occur.

For safety's sake, we suggest INDOT consider widening and other improvements at the intersections of CR 144 and N 625 W, as well as N 625 W and Whiteland Road.

Response:

Whiteland Road is located too close to SR 144 to allow an interchange at both locations. See Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6.

In an August 26, 2015 meeting with INDOT, Mallow Run Winery representatives noted that I-69 will not negatively affect Mallow Run Winery as long as an interchange remained at SR 144. Representatives noted that additional signage along the interstate would be warranted to inform people of the winery's location.

Due to the narrow road width on CR 625 W and the possibility of pavement damage, Johnson County may wish to require delivery trucks to use CR 144 and Whiteland Road rather than using CR 625 W. These roads are better designed to accommodate trucks. Truck restrictions and enforcement (as well as traffic regulations in general) are the responsibility of local jurisdictions. Route finding signage for Mallow Run Winery might also be used to encourage this path by all visitors to the winery.

Regarding INDOT participation in local road improvements, INDOT will continue discussions regarding access with local officials, but it remains the responsibility of local jurisdictions to provide adequate local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.



Part B – Comments and Transcripts

Table 1: List of Commenters - DEIS and Public Hearing

Comment Number	Page Number	Last Name	First Name	Agency/Organization	Date Received
FEDERAL AGENCIES					
AF-001	1-187	Westlake	Kenneth	U.S. Environmental Protection Agency	5/3/17
AF-002	1-194	Nelson	Lindly	U.S. Department of the Interior	5/8/17
AF-003	1-200	McWilliams Munson	Robin	U.S. Fish and Wildlife Service	5/9/17
STATE AGENCIES					
AS-001	1-203	Zoll	Mitchell	State Historic Preservation Officer/Division of Historic Preservation and Archaeology	4/13/17
AS-002	1-205	Clark Mettler	Martha	Indiana Department of Environmental Management	5/5/17
AS-003	1-209	Zoll	Mitchell	State Historic Preservation Officer/Division of Historic Preservation and Archaeology	5/5/17
AS-004	1-212	Buffington	Matt	Indiana Department of Natural Resources - Division of Fish and Wildlife	5/8/17
LOCAL GOVERNMENTS					
LG-001	1-219	Dillinger	Mike	Morgan County EDC	5/4/17
LG-002	1-220	Pell	Jeremy	White River Township FD	5/5/17
LG-003	1-224	Young	Julie	Town of Bargersville	5/8/17
LG-004	1-226	Mastin	Lucus	Johnson County Highway Dept.	5/8/17
LG-005	1-228	Voyles	Norman	Morgan County	5/15/17
LG-006	1-243	Kohl	Shannon	City of Martinsville	5/15/17
PUBLIC - INDIVIDUALS					
PI-001	1-245	Bowling	Kelly	Not applicable	3/20/17
PI-002	1-247	Sproles	Karen	Not applicable	3/22/17
PI-003	1-248	Suter	Mark	First United Methodist Church	3/23/17
PI-004	1-250	Wagoner	April		3/26/17
PI-005	1-252	Kramer	Christine		3/28/17
PI-006	1-254	Sinder	Jon	Crown Property Management II, LLC	3/28/17
PI-007	1-256	Sparks	Clayton	Centerstone Behavioral Health Clinic	3/29/17



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

Comment Number	Page Number	Last Name	First Name	Agency/Organization	Date Received
PI-008	1-258	Burk	Jason		4/4/17
PI-009	1-260	Kannapel	Laura		4/4/17
PI-010	1-262	Wyatt	Marty		4/4/17
PI-011	1-264	Crutcher	Alicia	Not applicable	4/5/17
PI-012	1-266	Elkins	James	Not applicable	4/6/17
PI-013	1-268	McKinley	Melanie	Not applicable	4/6/17
PI-014	1-270	O'Leary	Mike	Not applicable	4/6/17
PI-015	1-272	Fiddler	Jeff		4/6/17
PI-016	1-273	Hever	Carl	Not applicable	4/6/17
PI-017	1-274	Snodgrass	Shannon		4/6/17
PI-018	1-275	Mitchell	Matt		4/6/17
PI-019	1-276	Deem	Michael		4/6/17
PI-020	1-277	Willsey	Becky	Adventures Child Care and Learning Center	4/6/17
PI-021	1-278	Sinders	Erin		4/6/17
PI-022	1-279	Schaefer	Charles	Changes in Latitude LLC	4/6/17
PI-023	1-280	Watkins	Tim	Changes in Latitude LLC	4/6/17
PI-024	1-281	Dufete	Peggy		4/6/17
PI-025	1-282	Allen	Michael		4/6/17
PI-026	1-283	Alfrey	David		4/6/17
PI-027	1-284	Sanders	Raeann & Vann		4/6/17
PI-028	1-285	Peters	Julie		4/6/17
PI-029	1-286	Burk	Ryan		4/6/17
PI-030	1-287	Liechty	Jason		4/6/17
PI-031	1-288	Lessmann	Steve		4/6/17
PI-032	1-289	Liechty	Jason		4/6/17
PI-033	1-290	Wallman	Larry		4/6/17
PI-034	1-291	Griffith	David		4/6/17
PI-035	1-292	Brown	Mike		4/6/17
PI-036	1-294	Davis	John		4/6/17
PI-037	1-296	Unknown	Ted		4/6/17
PI-038	1-297	Heuer	Carl		4/6/17



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PI-039	1-298	Aylor	Thomas		4/6/17
PI-040	1-299	Unknown	Bonnie		4/6/17
PI-041	1-301	Turner	Calvin		4/6/17
PI-042	1-303	Unknown	Dale		4/6/17
PI-043	1-304	Unknown	Julie		4/6/17
PI-044	1-305	Rohrman	Sally		4/6/17
PI-045	1-306	Price	Rosemary		4/6/17
PI-046	1-307	Finley	Jeff		4/6/17
PI-047	1-311	Stringer	Anna		4/7/17
PI-048	1-313	Pickard	Michael		4/7/17
PI-049	1-315	Price	Rosemary		4/7/17
PI-050	1-317	Nolen	Mark		4/10/17
PI-051	1-318	Blough	Don and Roberta		4/10/17
PI-052	1-319	Liberge	T		4/10/17
PI-053	1-320	Walker	Pamela		4/10/17
PI-054	1-321	Stafford	Todd		4/10/17
PI-055	1-322	Lacy	John		4/10/17
PI-056	1-323	Herrington	Lena		4/10/17
PI-057	1-324	Staffon	Barry		4/10/17
PI-058	1-325	Edwards	Rose		4/10/17
PI-059	1-326	Foley	Ralph		4/10/17
PI-060	1-327	Griffith	David		4/10/17
PI-061	1-328	Walls	Kim		4/10/17
PI-062	1-329	French	Paul and Vanessa		4/10/17
PI-063	1-330	Wood	Randell		4/10/17
PI-064	1-331	Fisher	Ben		4/10/17
PI-065	1-332	Phillips	John		4/10/17
PI-066	1-333	Hays	Connie		4/10/17
PI-067	1-334	Coy	Garold and Tracey		4/10/17
PI-068	1-335	Norman	Ken		4/10/17
PI-069	1-336	Burp	Lonogen		4/10/17



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PI-070	1-337	Roll	Vickie		4/10/17
PI-071	1-338	Find	Steve		4/10/17
PI-072	1-339	Thomas	Robert		4/10/17
PI-073	1-340	Griffith	David		4/10/17
PI-074	1-341	Skillman	Bill		4/10/17
PI-075	1-343	Gray	Tom		4/10/17
PI-076	1-344	Walker	Pamela		4/10/17
PI-077	1-345	Buetow	Kevin		4/10/17
PI-078	1-347	Parker	Paul		4/10/17
PI-079	1-348	Clark	Melvin		4/10/17
PI-080	1-349	Grenard	Danny		4/10/17
PI-081	1-351	Yates	Anthony		4/10/17
PI-082	1-353	Stringer	Anna		4/11/17
PI-083	1-365	Reed	George	Professional Golf Cart Corporation	4/11/17
PI-084	1-368	Briant	Barbara		4/11/17
PI-085	1-369	Herring	Bill		4/12/17
PI-086	1-370	Fleener	Destiny		4/12/17
PI-087	1-372	Fleener	Destiny		4/12/17
PI-088	1-374	Kennedy	Josh		4/12/17
PI-089	1-376	Spall	Steve		4/12/17
PI-090	1-378	Vermillion	Eric		4/13/17
PI-091	1-380	Bloomquist	Elizabeth		4/14/17
PI-092	1-382	Holzworth	Peggy		4/14/17
PI-093	1-383	Summers	Jennifer		4/15/17
PI-094	1-385	Campbell	Bill		4/16/17
PI-095	1-387	Ifert	Connie		4/16/17
PI-096	1-389	Jolliffe	S. Rene'		4/16/17
PI-097	1-391	Not provided	Not provided		unknown
PI-098	1-392	Delp	Gregg		4/17/17
PI-099	1-393	Bryan	Lawrence		unknown
PI-100	1-394	Findley	Andrea		4/17/17
PI-101	1-397	Barley	Deanna		4/18/17



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PI-102	1-399	Buster	Jeff		4/20/17
PI-103	1-401	Barley	Jim		4/21/17
PI-104	1-403	Wilson	Bob		4/21/17
PI-105	1-405	Moore	Ralph		4/21/17
PI-106	1-407	Filipczak	Joseph		4/22/17
PI-107	1-409	Thomas	Patrick		4/24/17
PI-108	1-411	Moorehead	Jan		4/25/17
PI-109	1-413	Janssen	Rev. Nathan	Prince of Peace Lutheran Church	4/25/17
PI-110	1-415	Currier	Gabriel		4/26/17
PI-111	1-417	Johnson	Holly		4/26/17
PI-112	1-419	Ledbetter	Krista		4/26/17
PI-113	1-421	McVey	Carol		4/27/17
PI-114	1-423	Vlcan	Christopher		4/27/17
PI-115	1-425	Schlenker	Jessica		4/27/17
PI-116	1-427	Vaughn	Jill		4/27/17
PI-117	1-429	Harger	Kristina		4/27/17
PI-118	1-431	Koester	Linda		4/27/17
PI-119	1-433	Gibbens	Stacey		4/27/17
PI-120	1-435	Stoner	Scott		4/28/17
PI-121	1-437	Kernel	Janice		5/1/17
PI-122	1-439	Ahler Jr.	Tom		5/1/17
PI-123	1-451	Sorenson	Steve		5/1/17
PI-124	1-453	Turner	Travis		5/1/17
PI-125	1-455	Rose	Sharon	Rose Properties, LLC	5/2/17
PI-126	1-456	Dickey	Jeff		5/3/17
PI-127	1-458	Daily	John		5/4/17
PI-128	1-461	Richardson	Bill	Mallow Run Winery	5/5/17
PI-129	1-463	Tipton	Ron	Hanson Aggregates	5/5/17
PI-130	1-472	Jamriska	Katie	Indiana American Water	5/5/17
PI-131	1-476	Stovall	Nancy		5/7/17
PI-132	1-478	Beatty	Alex	Faegre Baker Daniels LLP	5/8/17
PI-133	1-482	Reams	Anne		5/8/17



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PI-134	1-484	Bowling	Ann Marie	IU Health	5/8/17
PI-135	1-489	Peaper	Paul	Peaper Brothers, Inc.	5/8/17
PI-136	1-491	Sonnega	Steve		5/8/17
PI-137	1-493	Neale	William		5/8/17
PI-138	1-495	Keller	Chip	Keller Office Supplies	5/9/17
PI-139	1-499	Hockema.	Richard	Aspen Lakes Apartments	5/10/17
PI-140	1-505	Adkins	Nancy		5/8/17
PI-141	1-506	Leeper	Thomas		5/8/17
PUBLIC - ORGANIZATIONS					
PO-001	1-509	Hurt	Katelyn	Morgan County Economic Development Corporation	3/31/17
PO-002	1-510	O'Connor	Charlie	Haggard Estates Homeowners Association	4/6/17
PO-003	1-511	Durrell	Ryan	Center Grove Little League	4/6/17
PO-004	1-512	Wathen	Greg	Southwest Indiana Chamber of Commerce	4/17/17
PO-005	1-514	Berty	Douglas	Wakefield Estates	5/5/17
PO-006	1-517	Heidenreich	Dana	Willowbrook Drive Neighborhood	5/8/17
PO-007	1-519	Heidenreich	Dana	Willowbrook Drive Neighborhood	5/8/17
PO-008	1-525	Burgess	Sam	Indiana Landmarks	5/8/17
PO-009	1-526	Maslowski	Christian	Greenwood Chamber of Commerce	5/5/17

Federal Agencies Comments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION 5
 77 WEST JACKSON BOULEVARD
 CHICAGO, IL 60604-3590

MAY 03 2017

REPLY TO THE ATTENTION OF:

E-19J

Mayela Sosa, Division Administrator
 Federal Highway Administration - Indiana Division
 575 North Pennsylvania St., Room 254
 Indianapolis, Indiana 46204

Joe McGuinness, Commissioner
 Indiana Department of Transportation
 100 North Senate Ave., Room N642
 Indianapolis, Indiana 46204

RE: Interstate 69 Evansville to Indianapolis, Tier 2 Draft Environmental Impact Statement (DEIS) for Section 6: Martinsville to Indianapolis, Indiana. CEQ No. 20170041

Dear Ms. Sosa and Mr. McGuinness:

The U.S. Environmental Protection Agency Region 5 (EPA) reviewed the Federal Highway Administration (FHWA)/Indiana Department of Transportation (INDOT) I-69 Tier 2 Section 6 Draft Environmental Impact Statement (DEIS). Our review and comments are provided pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act.

The Section 6 Tier 2 DEIS is the sixth and final Tier 2 DEIS for the 142-mile-long I-69 Evansville to Indianapolis Project. Section 6 extends approximately 26 miles from State Road (SR) 37 at Indian Creek near SR 39 in Martinsville and follows existing SR 37 to I-465 in Indianapolis. The Section 6 project is substantially an upgrade of existing 4-lane SR 37 to interstate standards with 4-, 6-, and 8-lane portions, with interchanges, over/under passes and the addition and/or extension of numerous local access roads.

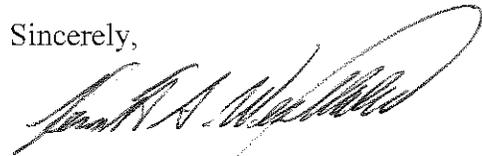
Alternative C4 is identified as the DEIS-Preferred Alternative with two options (yet to be determined) for the Southport Road Interchange. Alternative C4 is substantially a hybrid of select components of DEIS Alternatives C1, C2, and C3. Alternative C4 would directly impact 10.83 acres of wetlands, 43,536 or 43,562 linear feet of streams and require 27,160 or 27,171 linear feet of stream relocations, 499 or 500 acres of floodplain, 485 or 483 acres of wellhead protection areas, 317 or 322 acres of agricultural land, and 145 acres of upland forest. Depending on the option chosen for the Southport Road Interchange, Alternative C4 would result in 603 or 312 relocations.

Based on our review of the DEIS, EPA rates the DEIS LO (Lack of Objections). Our review discloses there may be opportunities for application of mitigation measures regarding air quality, noise, water resources, and drinking water/wellhead protection areas that we recommend be addressed in the Final Environmental Impact Statement (FEIS). See the enclosures for our detailed recommendations and a summary of our rating definitions.

Our participation in the November 2016 site tour of potential mitigation sites for I-69 Section 6 was beneficial and productive. We understand that the U.S. Army Corps of Engineers (Corps) Clean Water Act (CWA), Section 404 permitting process for Section 6 is likely to take place after FHWA issues the FEIS/Record of Decision (ROD). EPA requests that FHWA/INDOT continue to coordinate all compensatory mitigation for impacts to aquatic resources with EPA throughout the NEPA process and the CWA Section 401 water quality certification/404 permitting processes. The EPA Watersheds and Wetlands Branch contact is Melanie Burdick. Melanie may be reached by calling 312/886-2255 or by email at Burdick.Melanie@epa.gov.

If you have any questions about EPA's comments, please contact Virginia Laszewski at 312-886-7501 or email her at laszewski.virginia@epa.gov. When the Section 6 FEIS/ROD is available, please send us 1 paper copy and 3 CDs or labeled thumb drives for our review.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosures: 2

cc (via email):

U.S. Army Corps of Engineers – Debra Snyder, Deborah.D.Snyder@usace.army.mil
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services -
Scott Pruitt, scott_pruitt@fws.gov
Robin McWilliams-Munson, robin_mcwilliams@fws.gov
FHWA-Indiana Division - Michelle Allen, Project Manager, michelle.allen@dot.gov
INDOT - Sarah Rubin, Project Manager, SRubin@indot.IN.gov
INDOT, Environmental Services - Laura Hilden, lhilden@indot.IN.gov
Indiana Department of Environmental Management, Office of Water Quality,
Section 401 Water Quality Certification Program –
Randy Braun, RBRAUN@idem.IN.gov,
Jason Randolph, JRANDOLP@idem.IN.gov
Indiana Department of Natural Resources - Matt Buffington, mbuffington@dnr.IN.gov

**EPA Comments Concerning the I-69 Evansville to Indianapolis,
Tier 2 Draft Environmental Impact Statement
Section 6 – Martinsville to Indianapolis, Indiana
CEQ No. 20170041**

Near-Road Air Quality and Noise Abatement Measures

Section 5.9 – Air Quality (DEIS pages 5.9-6 and 5.9-3) states: *“The additional travel lanes of the project alternatives would have the effect of moving some traffic closer to nearby homes, schools, and businesses. Therefore, under each alternative there may be localized areas where ambient concentrations of MSAT (mobile source air toxics) could be higher with certain build alternatives than the no-build scenario. . . . no measures to mitigate air quality impacts have been identified.”*

Section 7.3.3 - Noise (DEIS page 7-18) states: *“The Preferred Alternative C4 would result in noise impacts at 584 receptors in the I-69 Section 6 study corridor. These predicted exterior impacts include 577 residences, two religious facilities, one school, one child care facility, and three medical facilities. The measures listed below will be considered to mitigate noise impacts of the project on noise-sensitive receptors. . . . Noise abatement measures include adjustments to roadway geometrics and/or installation of noise barriers.”*

Public health concerns related to near-road air quality is an important environmental issue, given the increasing number of studies linking adverse health effects to populations spending significant amounts of time near high-traffic roads¹. Research indicates that roadways generally influence air quality about 500-600 feet downwind, including roads with significant truck traffic or adjacent railroad activity. Properly designed vegetation barriers can be used to reduce near-road air pollution, either alone or in combination with solid noise barriers. In addition to air quality benefits, roadside vegetation can also improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution. Design considerations are not dissimilar to standard roadside vegetation planning, but have a heightened focus on improving air quality.

Recommendations: EPA recommends FHWA/INDOT identify locations for properly designed roadside vegetation along the length of the corridor; vegetation should be considered for locations with and without noise barriers. We recommend considering whether locations where sensitive receptors live, work, and play (e.g., schools, childcare centers, hospitals, elder-care facilities, neighborhoods) might especially benefit from a vegetated buffer. Include the result of this consideration in the FEIS. Additional details can be found in EPA’s Recommendations for Constructing Roadside Vegetation Barriers

¹ Health Effects Institute, 2010. Traffic-related air pollution: a critical review of the literature on emissions, exposure, and health effects. HEI Special Report 17. Health Effects Institute, Boston, MA

to Improve Near-Road Air Quality² and Near Roadway Air Pollution and Health: Frequently Asked Questions³.

Water Resources – Permits and Mitigation

Section 5.23-2 Clean Water Act (CWA) Section 404 Permit (DEIS pages 5.23-1 to 5.23-3). The description of CWA Section 404 permitting in Section 5.23-2 describes the Regional General and Individual Permit processes, but this section does not identify which permitting process will be used. EPA understands that this will be a decision made by the U.S. Army Corps of Engineers (USACE) during permitting.

Recommendation: To promote transparency in the NEPA process, EPA recommends that the FEIS state which permitting process will likely be used to permit I-69 Section 6 stream and wetland impacts.

Mitigation decisions will be made during permitting. To be consistent with Section 404 of the CWA, INDOT must provide compensatory mitigation for adverse impacts to any jurisdictional waters of the U.S., including some roadside ditches or "previously disturbed channels". An example of a disturbed channel that may require mitigation is a currently bridged stream that would be further enclosed or armored as a result of the I-69 project.

Recommendation: EPA recommends the following sentence from Section 5.19.3.7 of the DEIS be omitted from the FEIS: "*At this time, it is anticipated that mitigation will not be required for these previously disturbed channels.*"

Section 5.19.5 Mitigation – Rivers and Streams (DEIS page 5.19-44) describes Indiana Department of Environmental Management (IDEM) and USACE criteria to mitigate for stream impacts based on the length of the impact. The 2008 Joint EPA, USACE Compensatory Mitigation Rule (40 CFR Part 230) focuses on the importance of functional replacement of resources. Along with the length of the impact, aquatic resource functions should also be considered when determining the appropriate mitigation. The DEIS documents assessment methodologies for both streams and wetlands, which would provide a basis for mitigation ratios for all aquatic resource mitigation.

Recommendation: EPA recommends FHWA/INDOT develop the mitigation measures in the project's permit application based on the functional replacement of aquatic resources. EPA supports IDEM and USACE relying on functional replacement when determining appropriate mitigation, consistent with the 2008 Joint EPA, USACE Compensatory Mitigation Rule.

Section 7.3-9 Wetland Impacts (DEIS page 7-28): "*Wetland Pooling/Banking. If appropriate, wetland mitigation may include wetland pooling, meaning efforts would be made to group mitigation sites together to create a more substantial and effective mitigation site.*" Wetland banking has a

² https://efpub.epa.gov/si/si_public_file_download.cfm?p_download_id=528612

³ <https://www.epa.gov/air-research/near-roadway-air-pollution-and-health-frequent-questions>

specific definition in the CWA Section 404 permitting context, and wetland banking in that context is not consistent with the wetland mitigation strategy outlined in the rest of the DEIS.

Recommendation: If wetland banking is planned as part of the mitigation for this project, EPA recommends the FEIS better describe how a banking and a watershed approach will be used to compensate for wetland impacts.

Wellhead Protection Areas

7.3.14-8 Spill Prevention/Containment (DEIS page 7-32): *“Special measures including diversions of highway runoff from direct discharge off of bridge decks into streams, and containment basins to detain accidental spills, will be incorporated into final design plans for perennial streams within any of the Indiana bat and northern long-eared maternity colony areas.”* The DEIS also identifies between 483 and 485 acres of Wellhead Protection Areas would be impacted by Alternative 4C. However, the DEIS does not identify potential hazardous materials spills mitigation measures to protect the drinking water supplies associated with these wellhead protection areas during project construction and operation.

Recommendation: In order to protect drinking water supplies associated with wellhead protection areas, EPA recommends FHWA/INDOT consider incorporating special measures to divert and treat roadway runoff of potential hazardous material spills that could occur during project construction and operation. We recommend the FEIS discuss and identify potential locations for stormwater/hazardous materials detention/retention facilities for each wellhead protection area, including the wellhead protection areas associated with Alternative 4C options A and B at the Southport Road interchange.

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

¹From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment



IN REPLY REFER TO:

United States Department of the Interior

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

May 8, 2017

9043.1
ER 17/0129

Michelle Allen
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

RE: Tier 2 Draft Environmental Impact Statement and Section 4(f) Evaluation for Interstate 69 (I-69) Evansville to Indianapolis, Indiana

Dear Ms. Allen:

The Department of the Interior (Department) has reviewed the Tier 2 Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for Interstate 69 (I-69) Evansville to Indianapolis, Indiana. The Department of Transportation, Federal Highway Administration (FHWA), and Indiana Department of Transportation (INDOT) propose to establish I-69 in Indiana. The purpose of I-69 is to provide an improved transportation link between Evansville and Indianapolis that strengthens the transportation network in Southwest Indiana, and supports economic development in Southwest Indiana. The document specifically evaluates Section 6 of the proposed I-69, from Martinsville to Indianapolis, Indiana. The national I-69 project has been ongoing since 2004, and Section 6 is the final section to be approved.

The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The proposed project will establish I-69 in Indiana, and result in the construction or upgrades of multiple interstate mainlines, interchanges, and support facilities. Several alternatives have been considered during the course of the project. The DEIS considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The DEIS concludes that the project would have an impact on two historic properties, the Reuben Aldrich Farm and the Southside German Market Gardeners Historic District.

The project would result in an adverse effect to the Reuben Aldrich Farm. The DEIS concludes that the farm was historically situated on a main route, however, and the change in setting is not large enough that the resource will experience a severe impact. The DEIS determines that the impact would not substantially impair the protected activities, features, or attributes that qualify

the resource for Section 4(f) protection, and that therefore there is no constructive use as defined by Section 4(f).

The DEIS also concludes that the project would result in a use of the Southside German Market Gardeners Historic District, and that the use is an adverse effect pursuant to Section 106 of the National Historic Preservation Act, as amended (36 CFR 800.5(a)(1)). The DEIS determines that there is no feasible and prudent avoidance alternative to the use of land from the Southside German Market Gardeners Historic District, and the proposed action includes all possible planning to minimize harm to this Section 4(f) resource resulting from such use. The Department concurs with the determination that there is no feasible or prudent avoidance alternative for this property.

The DEIS further states that in accordance with 23 CFR §774.11(f) and §774.13(b), if any archaeological sites eligible for the NRHP are identified, the protections under Section 4(f) will be applied. Consultation with the Indiana State Historic Preservation Officer (SHPO) and Consulting Parties was ongoing at the time the DEIS was reviewed. The Department determines that if a Memorandum of Agreement with the SHPO is fully executed, it will have no objection to the draft evaluation and concur with the measures to mitigate impacts to 4(f) resources.

Section 6(f) comments

The DEIS did not identify any properties in the project study area to be considered under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.) or the Urban Park and Recreation Recovery (UPARR) Act of 1978. The DEIS states that fieldwork, communications with the public, coordination with the Indiana Department of Natural Resources Division of Outdoor Recreation, and review of the National Park Service Land and Water Conservation Fund (LWCF) website confirmed that there are no properties that have received funding from the Land and Water Conservation Act that would be affected by I-69 Section 6. The Department confirms this determination.

Natural Resource Comments

Overall, the preferred alternative for the I-69 alignment in Section 6 (Alternative C4) demonstrates a reasonable effort to avoid impacts to natural resources, including minimizing habitat fragmentation and forest impacts. The Department is greatly in favor of INDOT's and FHWA's previous commitments to bridge entire floodplains of various streams and rivers and encourages the continued employment of this practice within Section 6, where possible. The Department also strongly supports the proposed development of wildlife crossings throughout the Section 6 project area. Because of the rural and forested nature of parts of the project area, and the proximity to the White River, minimizing habitat gaps and barriers to wildlife movement is very important.

In general, the selection of the preferred alternative for Section 6 appears to avoid and minimize impacts to most natural resources. There are a few decision areas where the U.S. Fish and Wildlife Service (FWS), based on forest and stream impacts, recommends a slightly different alignment. Those include decision area 4-2 (recommend Alternative C1), area 5-2 (recommend C3), and area 5-4 (recommend C1/C3).

Water Resource Impacts

It appears that a majority of the streams in Section 6 are low to moderate quality based on scoring using the Qualitative Habitat Evaluation Index (QHEI) and the Headwater Habitat Evaluation Index (HHEI). While there are many streams with low scores, there are some that scored in the moderate to high range. Approximately eight percent of streams crossed by the alternatives have at least moderate water quality. The White River was the only one of the 49 stream segments that had an excellent QHEI score (64.5).

Impacts from the project and further degradation of already impacted streams should be minimized and avoided. Records indicate that the Indiana bat and northern long-eared bat use Crooked Creek, Stotts Creek, Clear Creek and Travis Creek for foraging and/or traveling. Two Indiana bats were caught along Crooked Creek just west of SR 37; a juvenile northern long-eared bat was captured along Stotts creek near the proposed new crossing; two Indiana bats and one northern long-eared bat have been capture on Clear Creek near the SR 37 right of way; and, an Indiana bat was captured just east of SR 37 along Travis Creek.

These waterways (and likely others) provide connectivity between the West Fork White River west of existing S.R. 37 and forested areas east of the roadway. Care should be taken to adequately size bridges to allow bats to cross under the roadways and also to preserve as much of the riparian corridor along the waterways as possible in order to maintain foraging habitat and forest cover. We appreciate the commitment (page 7-32) to include special measures into the roadway design to reduce run-off and impacts from spills in perennial streams with Indiana bat and northern long-eared bat records. Minimizing in-stream work and stream relocations should also be a priority.

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

1. Limit the length of channel to be realigned to the minimum necessary for the bridge construction.
2. If the channel reach to be realigned contains good bottom substrates (i.e. gravel, cobbles and boulders), stockpile this material and use it for substrate in the new channel.
3. Minimize the use of riprap and other artificial bank protection. Use bioengineering techniques wherever possible.
4. If riprap is used, extend it below low-water to enhance aquatic habitat.
5. Construct the new channel with bank slopes and bottom elevations equivalent to those in the natural channel. New culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed, where practicable, on an essentially flat slope.

6. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
7. Plant native hardwood trees and shrubs in a zone at least 50 feet wide on both sides of the new channel.
8. Evaluate wildlife crossings under new bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Endangered Species Comments

The FWS's concerns regarding I-69's impacts to the federally endangered Indiana bat (*Myotis sodalis*) and the formerly listed bald eagle (*Haliaeetus leucocephalus*) were initially addressed in the Revised Tier 1 Biological Opinion (BO) for this project, dated August 26, 2006 (amended May 25, 2011, July 24, 2013, and April 1, 2015). Concerns related to the northern long-eared bat (*Myotis septentrionalis*) were specifically addressed in a third amendment to the Revised Tier 1 BO in the form of a Conference Opinion (appended April 1, 2015).

Section 6-specific impacts to these species will be detailed in a Tier 2 Biological Assessment (BA) being prepared by FHWA and INDOT, which the FWS's Indiana Field Office will review prior to completion of the Section 6 Final EIS. If impacts detailed in the Tier 2 BA are consistent with those analyzed in the Revised Tier 1 BO (and subsequent amendments), the FWS will issue a separate Tier 2 Biological Opinion and Incidental Take Statement for Section 6 of the I-69 project and thereby complete consultation as required by Section 7 of the Endangered Species Act (as amended).

Although the bald eagle was removed from the list of threatened and endangered species in July, 2007, it is still protected under the Bald and Golden Eagle Protection Act (Eagle Act). On May 20, 2008 the FWS issued regulations that created a new permit category to provide Eagle Act permits to entities previously authorized to take bald eagles through Section 7 Incidental Take Statements. The FHWA and INDOT have indicated they will comply with all permit requirements previously established for the bald eagle for this project through Section 7 consultation. The FWS is aware of one eagle nest in the vicinity of the project corridor, approximately 0.3 miles from a proposed local access road of the Section 6 Preferred Alternative. As mentioned in the DEIS, the proposed construction activities are beyond the recommend 660 foot buffer as described in the FWS's National Bald Eagle Management Guidelines and therefore are not anticipated to impact the nest.

On January 11, 2017, the U.S. Fish and Wildlife Service (FWS) published a final rule to list the rusty patched bumble bee (*Bombus affinis*) as an endangered species under the Endangered Species Act (as amended). The listing became effective on March 21, 2017.

Rusty patched bumble bees once occupied grasslands and tallgrass prairies of the Upper Midwest and Northeast. They emerge early in spring and are one of the last species to go into hibernation. Rusty patched bumble bees live in colonies that include a single queen and female workers. The colony produces males and new queens in late summer. Bumble bees require areas that provide nectar and pollen from flowers, nesting sites (underground and abandoned rodent

cavities or clumps of grasses), and overwintering sites for hibernating queens (undisturbed soil). They need a constant supply and diversity of flowers blooming for pollen and nectar collection throughout the colony's long life, April through September. There are several records of the rusty patched bumble bee in Marion County.

Recently, the FWS has developed "high potential" zones around each current (2007-2016) rusty patched bumble bee record. We have concluded that the bee is only likely to be present within these specific areas. These zones, although not of uniform size, have discrete boundaries that are being used by FWS field offices to help action agencies determine when consultation under the ESA section 7(a)(2) may be necessary. We have one such zone in northern Marion County although it is not near the I69 project area. Based on the project location and action area, consultation for the rusty patched bumble bee under section 7(a)(2) for the I69 Section 6 project is not required.

Finally, the FWS reaffirms our previous concurrence with the determination that the I-69 project is *not likely to adversely affect* the eastern fanshell mussel (*Cyprogenia stegaria*).

Specific Comments

Page S-35: The text here states the recommended alternative will extend a new north local service road to connect Twin Branch Road to SR 44 around the east side of the Cikana State Fish Hatchery south ponds (Alternative C1/C2/C4). Our understanding is the preferred service road will be just east of I69, on the west side of the hatchery.

Page S-36: No heading or introduction is included for the Subsection 3 discussion. It is also missing from the Table of Contents on Page S-i.

Page 4.3-37: The text in the third paragraph suggests that no threatened and endangered species were found during the Tier 2 field surveys. This should be clarified. Our understanding is that no threatened and endangered species were found during the pedestrian walkover surveys, but several were encountered during other field work, as documented in subsequent chapters.

Page 5.17-15: The draft Biological Assessment indicates that the Lamb's Creek Indiana bat maternity colony is being included for Section 7 evaluation for the I69 Section 6 project because of updated impact information and a more defined alignment (as opposed to the representative alignment). The Lamb's Creek colony is not included in the DEIS for Section 6 (it was previously addressed in the Section 5 documents). What was the reason for not including it? The Service intends to evaluate the colony during our Section 7 consultation for Section 6.

Page 5.17-33, third paragraph: There are three Indiana bat colonies south of SR 144 (if the Lambs Creek colony is considered), and one north. If the Lambs Creek colony is not included, then there are two colonies south of SR 144.

Page 5.18-10: Under the Streams and Wildlife Crossings section, Travis Creek is left out. It is unclear if it is a perennial stream (although it is listed in Table 5.19-3); regardless, we do have a record of an Indiana bat along the creek, very near to SR 37. We encourage FHWA to consider this stream for adequate wildlife passage conditions.

Page 5.18-12: Under the description of Honey Creek, the new channel crossing and associated impacts for the proposed access road near the Center Grove Little League fields is not mentioned or discussed.

Page 5.17-33: The fifth paragraph states that “Based on the results of these surveys no direct or indirect impacts on federal listed endangered or threatened species that would jeopardize the continued existence of such species are anticipated as a result of any of the alternatives in I-69 Section 6.” Tier 2 Section 7 consultation for the preferred alignment in Section 6 has not yet occurred and therefore no Tier 2 jeopardy determination has been made. We anticipate the Tier 2 Section 7 consultation to be initiated soon.

Permits under Section 404 of the Clean Water Act will be needed for the proposed project. Our recommendations to the U.S. Army Corps of Engineers for permit conditions would be consistent with our comments here.

The Department has a continuing interest in working with the FHWA and INDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with Scott Pruitt, Field Supervisor, or Robin McWilliams Munson, project biologist, U.S. Fish and Wildlife Service, 620 South Walker Street, Bloomington, Indiana 47403-2121, or by telephone at (812) 334-4261.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a long horizontal flourish extending to the right.

Lindy Nelson
Regional Environmental Officer

cc: NPS-MWR-PC (Blackburn)
FWS-Pruitt

Holliday, Lamar

From: Rubin, Sarah
Sent: Tuesday, May 09, 2017 10:47 AM
To: Swickard, Eric; Holliday, Lamar; Jansen, Jennifer L.; Earl, James; Ferlo, Albert M.;
 tnMiller@HNTB.com
Subject: FW: IDEM I-69 Section 6 DEIS Comment Letter
Attachments: Final DOI ER 17-0129 comments 5-8-17.pdf

Please see attached.

Sarah

From: McWilliams, Robin [mailto:robin_mcwilliams@fws.gov]
Sent: Tuesday, May 09, 2017 10:29 AM
To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>
Cc: Rubin, Sarah <SRubin@indot.IN.gov>; Snyder, Deborah D CIV USARMY CELRL (US)
 <Deborah.D.Snyder@usace.army.mil>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Buffington, Matt
 <MBuffington@dnr.IN.gov>; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov)
 <michelle.allen@dot.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>
Subject: Re: IDEM I-69 Section 6 DEIS Comment Letter

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good morning.

We just received the final DOI compiled comments for the Section 6 DEIS. Please see attached. I believe these already have been sent to Michelle, but wasn't sure about others.

Let me know if you have any questions.

Sincerely,
 Robin

Robin McWilliams Munson

U.S. Fish and Wildlife Service
 620 South Walker Street
 Bloomington, Indiana 46403
 812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
 Wednesday, Thursday - telework 8:30a-3:00p

On Fri, May 5, 2017 at 2:02 PM, RANDOLPH, JASON <JRANDOLP@idem.in.gov> wrote:

Attached for your reference is a copy of the IDEM I-69 Section 6 comment letter.

Let me know if you have any questions. Thank you

Jason Randolph

Wetlands Project Manager

IDEM Office of Water Quality

100 N. Senate Avenue

IGCN Room 1255

Indianapolis, IN 46204

Office: 317-233-0467

Fax: 317-232-8406

State Agencies Comments



Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



April 13, 2017

Mayela Sosa
Division Administrator
Federal Highway Administration, Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

Re: FHWA’s February 14, 2017, finding, with supporting documentation, of Adverse Effect for the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6, SR 39 to I-465, Des No.: 0300382 (HDA-IN; DHPA No. 4615)

Dear Ms. Sosa:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*), the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the aforementioned documents submitted under Weintraut & Associates’ March 17, 2017, review request submittal form, which we received on March 20, for the project that is proposed to be built in Morgan, Johnson, and Marion counties in Indiana.

We concur with FHWA’s February 14, Section 106 finding of Adverse Effect for the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6.

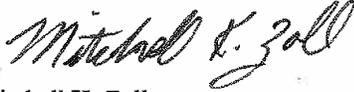
Specifically, for the purposes of Section 106 and also for the purposes of Section 4(f) of the U.S. Department of Transportation Act of 1966, **we concur with each of the following effect findings by FHWA on historic properties:**

- Morgan County Bridge 224—No Adverse Effect
- Top Notch Farm—No Adverse Effect
- East Washington Street Historic District—No Effect
- W.E. Nutter House—No Effect
- Pearcy Farm and Clear Creek Fisheries—No Effect
- Grassy Fork Fisheries Farm No. 1—No Adverse Effect
- Reuben Aldrich Farm—Adverse Effect
- Morgan County Bridge No. 166—No Effect
- Travis Hill Historic District—No Adverse Effect
- John Sutton House—No Adverse Effect
- Marion County Bridge No. 4513 F—No Adverse Effect
- Cleary-Barnett House—No Adverse Effect
- Glenn’s Valley Nature Park Retreat House—No Adverse Effect
- Glennwood Homes Association Historic District—No Adverse Effect
- La Ciel (Charles Laughner House)—No Adverse Effect
- Southside German Market Gardeners Historic District—Adverse Effect

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6 (Des. No. 0300382), please continue to refer to DHPA No. 4615.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: Linda Weintraut, Ph.D., Weintraut & Associates, Inc.

emc: Janice Osadcuk, Federal Highway Administration, Indiana Division
Michelle Allen, Federal Highway Administration, Indiana Division
Sarah Rubin, Indiana Department of Transportation
James Earl, P.E., Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
I-69 Section 6 Project Office
Christine Meador, HNTB Corporation
Rich Connolly, HNTB Corporation
Timothy Miller, HNTB Corporation
Kia Gillette, Lochmueller Group
Michael Grovak, Lochmueller Group
Jason DuPont, P.E., Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Matt Buffington, Indiana Department of Natural Resources, Division of Fish and Wildlife
Mitchell Zoll, Deputy State Historic Preservation Officer, Indiana Department of Natural Resources
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Wade T. Tharp, Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Department of Natural Resources, Division of Historic Preservation and Archaeology



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

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Eric J. Holcomb
Governor

Bruno L. Pigott
Commissioner

May 5, 2017

Ms. Sara Rubin
Indiana Department of Transportation
100 N Senate Avenue, Room N601
Indianapolis, IN 46204

Dear Ms. Rubin:

Re: Comments on Draft EIS
Project: I-69 Section 6
County: Morgan, Johnson, & Marion

The Office of Water Quality has reviewed the Tier 2 Draft Environmental Impact Statement (DEIS) for Section 6 of the Interstate 69 Evansville to Indianapolis Project dated March 2017. The DEIS was reviewed for activities that would potentially impact wellhead protection areas (WHPAs), ground water resources and fall within the regulatory authority of the Section 401 Water Quality Certification Program and the State Wetland Regulatory Program.

The proposed project will start at the northern terminus of Section 5 of I-69 just south of the SR 39 interchange in Martinsville and proceed north to the I-465 interchange in Indianapolis. This section of the proposed interstate is approximately 26 miles in length and uses the existing SR 37 alignment until Edgewood Avenue where it veers off alignment to the west to tie into Interstate 465. The Tier 2 study corridor is approximately 2,000 feet in width and included several alternative alignments that were selected for study. According to the DEIS, you have selected Alternative C4 as the preferred alternative except for the Southport Road interchange configuration which has yet to be determined. Based on the corridor study and the proposed alternative alignments, the Indiana Department of Environmental Management (IDEM) agrees with the selection of the preferred alternative within the Section 6 corridor. However, IDEM does not agree with your selection of the Mainline Option (M2) for Subsection 3 & 4. Below you will find specific comments related to the proposed project and preferred alternative.

Subsection 3 & 4 represents approximately 11 miles or approximately 40% of the corridor. In this area you have selected M2 as the preferred mainline option. Option M3 requires 70 acres less right-of-way (ROW), has five (5) less home and business relocations, has 0.65 acre less wetland impact, impacts less stream (2,418 linear feet less), and impacts 60.6 acres less in the remaining categories (floodplain, ag land, upland forest, core forest). Your justification for selecting M2 over M3 is because M3 would require a Federal Highway Administration (FHWA) design exception. IDEM

prefers option M3 due to the reduced impacts in all categories and views this as the best option for avoidance and minimization of impact to waters. IDEM recommends you seek the design exception for M3 from the FHWA.

No preferred alternative was stated in the DEIS for the Southport Road interchange. The DEIS states that Alternative C4 (Option A or Option B) would be recommended by INDOT and is being presented to the public for input. As mentioned in the opening paragraph, IDEM's comments are based upon areas that fall within our jurisdiction. With that said, IDEM prefers Alternative C1 as it has the narrowest footprint where it crosses Little Buck Creek, has less floodplain impact, and minimal impact upon the community water well and wellhead protection area (WHPA) located within the area of the interchange. IDEM understands your need to evaluate several alternatives and weigh the pros and cons of each alternative. If an alternative is selected which expands the existing footprint to the northeast quadrant, then IDEM requests the following activities become Environmental Commitments in the Final Environmental Impact Statement:

1. Implementation of spill containment measures on the east side near the community water well and associate WHPA.
2. Conveyance of storm water away from the community water well/WHPA for treatment and detention.

Direct impacts to land associated with your preferred alternative are estimated to be a total of 2,071 acres. Of this total, 942 acres consist of the existing SR 37 corridor and the additional 1,129 acres would be required to upgrade SR 37 to interstate status. As identified in the DEIS, approximately 45% of the land is currently SR 37 corridor, approximately 21% is developed land outside the existing SR 37 corridor, approximately 15% is agricultural land, approximately 12% is upland habitat, and the remaining land use consists of aquatic environments and quarries. To reduce additional direct impacts to water resources, ensure all borrow and waste disposal sites are not within WHPAs and located in non-forested upland areas and maintain a distance from waters of the state that will not result in secondary impacts such as draining wetlands, lowering the water table, and cutting off a watershed to a wetland. If borrow or waste disposal areas are to be located adjacent to streams with forested corridors, these areas should be located at a distance that will preserve the forested corridor. In addition, materials staging and overnight parking of heavy equipment should be restricted to areas not within WHPAs or areas of sensitive water resources to reduce impacts of potential spills and equipment fluid leaks upon water resources.

It is estimated that 43,536 linear feet of stream exists within the preferred alternative of which 11,567 linear feet is natural stream (not including existing impacts from SR 37). Approximately 23,115 linear feet of stream is identified outside the existing right-of-way and is identified as new impacts. Stream relocations associated with the preferred alternative are estimated to be 27,160 linear feet of stream channel. Riparian corridor loss associated with the preferred alternative is estimated to be 33.75

acres. During stream crossing design, avoid using structures that will require the stream to be manipulated. All stream relocations should follow the natural stream channel design protocols unless the relocated stream is an existing riprap lined/concrete lined roadside ditch. If you are capturing a stream within the ROW, the outside ROW edge of the stream should be planted with trees and shrubs or located adjacent to existing forest areas to minimize the impacts of thermal inputs associated with impervious surface. Signage should be placed along all jurisdictional streams captured in the ROW during and after construction for both contractors and for highway maintenance staff. IDEM has been coordinating on this project and participating in field reviews for potential stream mitigation sites. Based upon those meetings and field reviews, IDEM believes suitable mitigation sites have been found. The sites do not add up to a 1:1 mitigation ratio as normally required, but they are larger more detailed mitigation efforts. IDEM believes it is appropriate to grant additional credit above the 1:1 ratio for the mitigation efforts. Most of the sites are located on the West Fork White River and involve significant bank grading, bioengineered stabilization, and forested riparian corridors. The majority of the banks in question are severely eroded banks that contribute tons of sediment to the already impaired river therefore IDEM supports plans to improve the integrity of these banks.

Approximately 60 field verified wetlands were located within the preferred alternative totaling 28.70 acres. The 60 wetlands were further broken down by type and consist of 23 emergent, 12 forested, 5 scrub shrub, and 20 open waterbodies. As with stream mitigation, IDEM has been participating in field reviews for potential mitigation sites and believes that suitable wetland mitigation sites have been identified for this project.

Erosion and sediment control will be a crucial part of this project during construction in order to protect aquatic resources. As with previous sections of I-69, the DEIS is not specific on the measures that will be used to address storm water management. The DEIS uses general statements such as "BMP's will be used during construction" or "silt fence or other erosion control measures" will be used. These statements are general in nature and are not sufficient to adequately address the pollutants that will be associated with active construction. Specific selection of measures; including design specifications must be incorporated into the project based on the terrain and the resource that is to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing, must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site.

INDOT I-69 Section 6 DEIS Comment Letter
Page 4

If post-construction measures that utilize infiltration to manage storm water are proposed within wellhead protection areas the storm water must be pre-treated for pollutants associated with highway run-off prior to being directed to the infiltration measures. In regards to the other activities that will impact waters of the state, IDEM recommends that you continue to look for additional avoidance and minimization measures as you complete the National Environmental Policy Act process.

Thank you for allowing us the opportunity to comment on this project. Should you have any questions about this letter, please contact Jason Randolph, Project Manager, of my staff at 317-233-0467, or by email at jrandolp@idem.in.gov.

Sincerely,



Martha Clark Mettler
Assistant Commissioner
Office of Water Quality

cc: Michelle Allen, FHWA-Indiana
Deb Snyder, USACE-Louisville, Indianapolis Field Office
Robin McWilliams-Munson, USFWS
Virginia Laszewski, USEPA Region 5
Randy Braun, IDEM Section Chief, Wetlands and Storm Water
Jim Sullivan, IDEM Section Chief, Groundwater
Matt Buffington, IDNR
Laura Hilden, INDOT
Tim Miller, HNTB



Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693 dhpa@dnr.IN.gov



May 5, 2017

Sarah Rubin
Project Manager
Indiana Department of Transportation
I-69 Section 6 Project Office
7847 Waverly Road
Martinsville, Indiana 46151

Federal Agency: Federal Highway Administration ("FHWA")

Re: March 15, 2017, Draft Environmental Impact Statement ("DEIS"), for the I-69 Evansville to Indianapolis Project for Section 6, between Martinsville and Indianapolis (FHWA-IN-EIS-17-01-D; Des No. 0300382; DHPA No. 4615)

Dear Ms. Rubin:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*), the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the DEIS, which we were invited to review in your March 17, 2017, and which we received on March 20, for the Section 6 project that is proposed to be built in Morgan, Johnson, and Marion counties in Indiana.

We agree with the conclusions of the DEIS that the Southside German Market Gardeners Historic District, along Bluff Road to the north and south of I-465 in Marion County, and the Reuben Aldrich Farm, at 7020 Old SR 37 in Morgan County, are the only above-ground, historic properties within the Section 106 area of potential effects for Section 6 that will suffer adverse impacts.

In regard to potential impacts upon archaeological resources by the proposed project, we direct your attention to the comments that we included in our April 14, 2016, letter to Kia Gillette (Lochmueller Group, Inc.), and portions of which we herein repeat:

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the archaeological reconnaissance survey report (McCord, and Baltz, 02/29/2016) that archaeological sites 12-Mg-0551, 12-Mg-0552, 12-Mg-0553, 12-Mg-0554, 12-Mg-0555, 12-Mg-0557, and 12-Mg-0558 (all of which were which were identified during the archaeological investigations) are not eligible for inclusion in the National Register of Historic Places ("NRHP").

Additionally, we concur with the opinion of the archaeologist, that there is insufficient information

regarding archaeological site 12-Mg-0556 (which was identified during these archaeological investigations; and which, although located outside of the portion of the proposed project area presently surveyed, is likely to be within the portion of the proposed project area next surveyed) to determine whether it is eligible for inclusion in the NRHP. The site should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

Furthermore, we concur with the opinion of the archaeologist, that Field 1 of Segment 2 (as indicated in *Survey Coverage Map 3 of 39*, *Survey Coverage Map 4 of 39*, and *Survey Coverage Map 5 of 39*) is suitable to contain intact buried cultural deposits, and should be subjected to Phase Ic archaeological investigations.

Moreover, in regard to archaeological site 12-Mg-0525 (which is mentioned on page 25), as previously indicated in our May 26, 2015, letter to Patrick Carpenter (INDOT), we concur with the opinion of the archaeologist, as expressed in the earlier Phase Ia archaeological reconnaissance survey report (McCord, 04/14/2015), that there is insufficient information regarding archaeological site 12-Mg-0525 (which was identified during those archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, it is our understanding, from the submission that accompanied that report, that archaeological site 12-Mg-0525 will be avoided by all project-related ground-disturbing activities. Archaeological site 12-Mg-0525 must either be avoided by all project activities, or subjected to further archaeological investigations. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Additionally, there is insufficient information regarding archaeological site 12-Mg-0052 (a portion of which was resurveyed during these archaeological investigations) to determine whether it is eligible for inclusion in the NRHP; and it is unclear to us to what extent the entirety of the site has been destroyed by modern development. (We note that the original 1982 archaeological site survey record indicates not that the site was destroyed, but rather that the area was then being developed.) However, the portions of site 12-Mg-0052 that lie within the proposed project area do not appear likely to contain intact archaeological deposits, and no further archaeological investigations of these portions of the site appear necessary. The site should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

We recommend that the DEIS be revised to include the following:

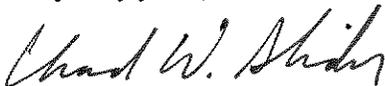
- A requirement that 12-Mg-0556 should be clearly marked so that it is avoided by all ground-disturbing project activities. If avoidance is not feasible, etc. (See text, above.)
- That Field 1 of Segment 2 (as indicated in *Survey Coverage Map 3 of 39*, *Survey Coverage Map 4 of 39*, and *Survey Coverage Map 5 of 39*) is suitable to contain intact buried cultural deposits, and should be subjected to Phase Ic archaeological investigations. (If this area is still within the proposed project area.) (See text, above.)
- A reference to the avoidance of (or additional testing at) archaeological site 12-Mg-0525, if the proposed project area will include it. (See text, above.)

Sarah Rubin
 May 5, 2017
 Page 3

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the I-69 Evansville to Indianapolis: Tier 2 Study: Section 6 (FHWA-IN-EIS-17-01-D; Des. No. 0300382), please refer to DHPA No. 4615.

Very truly yours,



Mitchell K. Zoll
 Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wtt

emc: Janice Osadcuk, Federal Highway Administration, Indiana Division
 Michelle Allen, Federal Highway Administration, Indiana Division
 Sarah Rubin, Indiana Department of Transportation
 James Earl, P.E., Indiana Department of Transportation
 Laura Hilden, Indiana Department of Transportation
 Anuradha Kumar, Indiana Department of Transportation
 Patrick Carpenter, Indiana Department of Transportation
 Mary Kennedy, Indiana Department of Transportation
 Shaun Miller, Indiana Department of Transportation
 Shirley Clark, Indiana Department of Transportation
 I-69 Section 6 Project Office
 Christine Mcador, HNTB Corporation
 Rich Connolly, HNTB Corporation
 Timothy Miller, HNTB Corporation
 Kia Gillette, Lochmueller Group
 Michael Grovak, Lochmueller Group
 Jason DuPont, P.E., Lochmueller Group
 Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
 Beth McCord, Gray & Pape, Inc.
 Matt Buffington, Indiana Department of Natural Resources, Division of Fish and Wildlife
 Mitchell Zoll, Deputy State Historic Preservation Officer, Indiana Department of Natural Resources
 Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
 Wade T. Tharp, Department of Natural Resources, Division of Historic Preservation and Archaeology
 John Carr, Department of Natural Resources, Division of Historic Preservation and Archaeology

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:23 PM
To: Stanifer, Christie
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Cell: (317) 452-2369
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:cstanifer@dnr.in.gov>]
 Sent: Monday, May 08, 2017 4:36 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Christie

Last Name:

Stanifer

Street Address:

402 West Washington St, Room W273

City:

Indianapolis

State:

IN

Zip/Postal:

46204

E-mail:

cstanifer@dnr.in.gov

Comments

Environmental Unit

Division of Fish and Wildlife

402 W. Washington Street, Rm. W273

Indianapolis, IN 46204-2781

May 8, 2017

Sarah Rubin, Project Manager

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Re: DNR #11896-3: I-69 Evansville to Indy, Tier 2 Section 6 DEIS, FHWA-IN-EIS-17-01-D; Johnson, Marion, and Morgan Counties

Dear Ms. Rubin:

The Division of Fish and Wildlife (DFW) has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969, and should be considered in addition to previous comments made by our Department on this project. Our comments and recommendations below focus on the environmental consequences, mainline alternatives, and decision areas.

CHAPTER 5: ENVIRONMENTAL CONSEQUENCES:

The DFW agrees with reusing as much of existing SR 37 as possible and elimination of Mainline Option M1 that would be elevated through Martinsville and then have a wider footprint elsewhere, resulting in significantly more impacts compared to M2 or M3. Elevated highways serve as a severe impediment to wildlife movement. Although wildlife that crosses an interstate can have a low chance of survival, at least there is some chance for movement. The use of walls would eliminate that option.

5.18.1: This section discusses wildlife-vehicle collision reduction, but it is not clear that any of the ideas presented in it will be implemented. Section 5.18.4 lists the things to be done, though it is not clear how they tie back to reducing collisions. The list deals more with habitat mitigation.

While the presence of signs, such as tracks, show that animals do cross under the roadway at existing stream crossings, the regular presence of animal carcasses on the side of SR37 indicates that animals will also attempt to cross the road. It does not appear that any options are presented to attempt to reduce animals on the roadway, only that it will not be any worse.

5.18.3: The second line of the opening paragraph contains a typo and it is not clear exactly what was omitted. Habitat areas (especially where habitat is located on both side of the road) including mitigation sites located adjacent to the proposed highway right-of-way, and also to local roads need to be fenced off to discourage wildlife attracted by the habitat from attempting to cross the highway. Fencing should funnel wildlife to suitable crossing locations and should include fencing adequate to protect herpetofauna as well as direct such wildlife to appropriate road-crossing areas/structures. The wildlife-fencing located at approximately milemarker 30.5 on I-69 could serve as an example of appropriate wildlife exclusion methods.

5.18.3.2:

1. The DEIS indicates that wildlife passage options exist at most structures. There needs to be a commitment to maintain or improve existing wildlife and fish passage through existing crossing structures, and to provide the same or better level of passage for any new structures that will be installed. Not all structures may have full riprap slopes, and vegetation is present within the existing right-of-way at most crossings. These conditions greatly improve wildlife movement along a stream, and can prevent animals from attempting to cross the road.
2. Along the West Fork White River at I-465, the northwest quadrant is highly fragmented, but the other three quadrants are significantly more forested. The most significant cause of fragmentation is I-465.

Letter to Ms. Rubin

May 8, 2017

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3. The statement regarding animal crossing being unlikely toward the White River at Stotts Creek (page 5.18-13) is unclear. Wildlife movement from the Stotts Creek riparian corridor to the White River riparian corridor is likely common, either over the road or through the structure when possible. Creating conditions that don't allow movement between these two waterways is an example of how transportation projects fragment habitats and populations.
4. At Clear Creek, the existing sand and sediment bars should be maintained after construction as they provide good habitat.

5.19.3.8: Little Buck Creek is a perennial stream located immediately north of Southport Road and will be impacted, but is not shown on the list at the start of this section. "Bluff Creek and UNTs" is listed twice.

5.19.3.11, Potential Stream and Riparian Impacts states â Where practicable, alternatives to riprap, such as bioengineering methods and new construction or retrofit of culverts for aquatic organism passage, would be considered.â We strongly recommend making alternatives to riprap such as bioengineering a priority, the default position for retrofit, redesign or reconstruction of crossings, and implementing such measures rather than just considering them â when practicableâ .

Table 5.19-14, Surface Water Quality: Runoff from bridges should not be allowed to drain through pipes in the bridge deck directly to the channel. A riprap turnout directing flow from the bridge surface to grassy swales, filter strips and/or with an appropriately-sized detention areas prior to discharge to the creek is recommended.

Table 5.19-18, Potential Mitigation for Stream Impacts: Riprap may be needed above the ordinary high water mark (OHWM) to protect bridge piers and abutments from scour where bioengineering will not sufficiently withstand high flow velocities. Where riprap is needed above the OHWM, smooth-surfaced materials such as articulated concrete block mats, fabric-formed block mats or other similar materials should be used to provide the necessary scour protection while also facilitating wildlife passage under the bridge.

On page 5.19-45, the DEIS discusses culvert design and the use of riprap under crossing structures. It is important that the comments in 5.18.3.2 that stated no impairment of passage remain in effect throughout the DEIS and all the way through construction. Also on page 5.19-45, there is discussion of using three sided culverts or sumped box culverts to help mitigate impacts upon the stream. Based on a recent investigation of culvert installations, riprap use is often significantly more than shown on the plans and the channel is excavated more than necessary. Significant construction oversight will be imperative to ensure that the efforts in design are not countered by execution during construction.

5.20.4: It is not clear if the DEIS is stating that preservation associated with impacts to non-wetland floodway forest would be 10:1 which is the minimum standard for DNR floodway permits, or if the mitigation ratios committed to by INDOT and FHWA (1:1 replacement, 2:1 preservation) would take precedence. Also in this section, the naming of potential mitigation sites as "White River" with three other streams in parentheses is odd and confusing, particularly without a figure.

5.22: The DNR supports the new access to the Cikana Fish Hatchery North Unit via Twin Branch Road. The DNR requests further consultation regarding the design requirements given the specialized vehicles that are sometimes used on the property. In terms of impacts to the actual property, any discussions regarding repayment need to be coordinated between INDOT and DNR, including hatchery staff.

MAINLINE ALTERNATIVES:

There are instances, notably at Core Forest F065 and Core Forest F076, where the right-of-way is bumped farther from the center line for some alternatives but not others. It presumably relates to the mainline option chosen (M1, M2, or M3) with each alternative. If these bumps in right-of-way width are associated with M2 versus M3, then the DNR supports the use of M3 to reduce impacts at such locations, especially to core forest. Mainline M3 would generally have fewer impacts upon natural and human resources, and should be pursued wherever possible.

Subsection 1: M2 is acceptable if the choice is between M1 and M2 given the construction of new bridges over Indian Creek.

Subsection 2: M2 is acceptable, particularly if it can be modified in specific locations to Option M3 in order to reduce impacts to upland forest. The resources along the right-of-way, including at Burton Lane and Grand Valley Boulevard, are highly disturbed.

Subsection 3: M1 and M2 are quite similar, while M3 has lower impacts. As previously stated, any opportunities to use M3 should be adopted, even if it is only for portions of the subsection that would reduce impacts upon wetlands, streams, and forest.

Subsection 4: M1 and M2 are quite similar, while M3 has lower impacts. This is another situation where adopting M3 should be pursued where possible.

Subsection 5: All three are similar, with some concerns about impacts to managed lands. See the comments above regarding the Cikana Fish Hatchery.

Letter to Ms. Rubin

May 8, 2017

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Subsection 6: M3 has lower impacts but the difference is not significant. Either M2 or M3 should be acceptable.

Subsection 7: M3 has lower impacts but the difference is not significant. Either M2 or M3 should be acceptable.

Subsection 8: Impacts between M2 and M3 are nearly identical. Either M2 or M3 should be acceptable.

DECISION AREAS:

Decision Area 1-1: SR 39: Either alternative is acceptable.

Decision Area 1-2: Jordan Road: Alternative C3/C4 is acceptable, which by default supports the grade separation at Burton Road (Decision Area 2-1).

Decision Area 1-3: Rogers Road: The use of a roundabout is a reasonable alternative.

Decision Area 2-1: Burton Lane: Alternatives C2/C4 are dictated by the decision at Jordan Road. In addition, the impacts of these alternatives is only slightly higher than C3.

Decision Area 2-2: Ohio Street: Including an interchange would result in more impacts than an overpass. The difference is about 400' more stream impacts and 11 acres of floodplain, though these stream and floodplain areas are fairly disturbed by previous development. In addition, the local need for an interchange seems reasonable.

Decision Area 2-3: Grand Valley Boulevard: Any alternative is acceptable, though the future development along Grand Valley Boulevard may result in cumulative impacts.

Decision Area 2-4: SR 252 and SR 44: The interchange options are fairly similar, with different trade-offs among the alternatives. Would a roundabout be a potential option at Kristi Road?

Decision Area 2-5: Twin Branch Road and Cikana: The DNR supports the proposed driveway access from Twin Branch Road in Alternative C1/C2/C4, and does not support the extension of Twin Branch Road as depicted in C3. The DNR does request continued discussion regarding impacts to the hatchery property and how those impacts will be addressed. Further coordination with hatchery staff should occur.

Decision Area 3-1: Morgan Street and Myra Lane: The DEIS claims environmental impacts would be similar among alternatives but C1/C3 may create slightly greater forest fragmentation with roads surrounding the forest areas.

Alternative C4 at Myra Lane is acceptable, and overall C4 is acceptable for 3-1.

Decision Area 3-2: Egbert Road: Alternative C4 would have fewer environmental impacts and is acceptable.

Decision Area 4-1: Henderson Ford Road: The alternatives will have fairly similar impacts; alternatives C1/C3/C4 are acceptable.

Decision Area 4-2: New Harmony Road: Alternatives C2/C4 will generally have higher impacts upon resources compared to other alternatives, but they have significant benefits to the local community. Selection of one of these alternatives represents a common example of balancing access and impacts to resources.

Decision Area 4-3: Perry Road: This location is another example of balancing access and impacts to resources. It is not clear if further alignment changes with Perry Road and Old SR 37 could reduce impacts. Could a roundabout at Perry Road and Old SR 37 be provided if C1/C2/C4 is adopted?

Decision Area 4-4: Waverly and Whiteland Roads: Impacts are similar, so the preferred Alternative C4 is acceptable.

Decision Area 5-1 SR 144: Alternatives C2/C4 are acceptable as they generally have fewer impacts compared to the other alternatives.

Decision Area 5-2: West Local Service Road and Olive Branch Service Road: Alternatives C2/C4 would have greater impacts than the other alternatives but addresses local access concerns. If one of these alternatives is adopted, further refinement of the Old SR 37 alignments south of Smith Valley Road could reduce impacts.

Decision Area 5-3/5-5: Smith Valley Road / Wakefield Road: Alternative C4 is acceptable.

Decision Area 5-4: West Local Service Road and Fairview Road: Alternatives C2/C4 will have greater impacts upon resources but for the most part these resources are at least partially disturbed and the level of impact is not extensive.

Decision Area 6-1: County Line Road: While County Line Road sees extremely high traffic volumes along most of its length, the amount of traffic at SR 37 tends to be much less compared to other portions of the road. The use of roundabouts should reduce impacts to upland forest. It is not exactly clear how the environmental impacts are similar among alternatives given the western shift in C1/C4 which appears to result in more forest and stream impacts, particularly between Wicker Road and the exit ramps north of County Line Road.

Decision Area 6-2: West Local Service Road: Differences in impacts are with agricultural land and wellhead protection areas. Alternatives C2/C4 are acceptable.

Letter to Ms. Rubin

May 8, 2017

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Decision Area 7-1: Southport Road: The primary resource of interest is Little Buck Creek and its riparian corridor. Most of the remaining interchange area includes developed land and an agricultural field with a wellhead protection area. All alternatives will impact Little Buck Creek, and all in the same general area. Alternatives C1, C2, and C4A would have impacts more closely packed, which leaves fewer habitat fragments. Alternative C4B has some of the larger impacts, mainly along the west side of SR37, though the difference is not dramatic. The DNR recognizes the numerous constraints with this interchange, which are mainly related to commercial and residential development and the movement of people and vehicles. Is there any potential to install roundabouts anywhere along Southport Road to improve vehicle movement, for instance to address the left turns from Perry Commons? The DNR prefers an interchange design that minimizes impacts to Little Buck Creek to the greatest extent possible, with a preference for a design that has the stream crossings as close together as possible, as in C1, C2, and C4A. Most other design features address traffic flow and impacts to resources are similar.

Decision Area 8-1: I-465 Interchange: Differences in impacts upon natural resources are slim among the alternatives. Other factors, such as cost and traffic flow, should guide the final decision.

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

Sincerely,

J. Matthew Buffington

Environmental Supervisor
Division of Fish and Wildlife

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Local Government Comments



White River Township Fire Department

- Administrative Division -

850 Mullinix Road
Greenwood, IN 46143

Administration:
(317) 888-8337

Administration Fax:
(317) 888-9426

*"Serving through Innovation
and Excellence."*

Jeremy A. Pell
Fire Chief

Casey J. Arkins
Operations Chief

Carey E. Slauter
Planning Section Chief

Dale O. Saucier
Training & Safety Chief

Craig D. Zollars
Staff Officer
Life Safety Education

Michael L. Arany
Fire Marshal

Crystal L. Young
Administrative Services
Director

*Be sure to visit the
Department's website at
www.wrtfd.org*

May 5, 2017

INDOT
7847 Waverly Road
Martinsville, IN 46151

Dear Sir or Madam:

The White River Township Fire Protection District ("the District") provides fire protection and Emergency Medical Services ("EMS") to a 26 square mile section of northwestern Johnson County, Indiana that includes State Road 37 from Stones Crossing Road to County Line Road in Marion County, Indiana.

On or about March 15, 2017, INDOT promulgated its Draft Environmental Impact Statement ("DEIS") for Section 6 of the proposed I-69 route (Martinsville to Indianapolis). A number of route alternatives were evaluated, with INDOT designating Alternative C4 as the preferred alternative.

As Fire Chief of the District, I am presenting the following comments and concerns regarding the I-69, Section 6 route alternatives evaluated in the DEIS. I-69 will have a significant impact on the citizens living and traveling through the District regardless of the final route chosen. Accordingly, my comments will address each of the route alternatives discussed in the DEIS with a focus on the impact to life safety and the protection of property in the District.

Please include and consider these as part of the formal public comment for the official project record.

Alternative C1

Chapter 6 of the DEIS contains a comparison of the Section 6 route alternatives. On page 6-69, INDOT noted the following in regard to the impact on the District's fire station and headquarters located at 850 Mullinix Road, Greenwood, Indiana:

"I-69 would be shifted slightly west of the existing SR 37 alignment to avoid the White River Township fire station at Smith Valley Road A retaining wall would be constructed along the northbound exit ramp at Smith Valley Road to avoid the fire station."

Although utilizing Alternative C1 would avoid a direct impact to the District fire station, it nonetheless creates response difficulties that would negatively impact emergency services to citizens in the area. The following negative impacts should be recognized:



White River Township Fire Department

- Administrative Division -

- Access to Smith Valley Road directly from the fire station driveway would be eliminated.
- Alternative access to Smith Valley Road would only be possible via a long drive to Mullinix Road and then traveling north to Smith Valley Road, thus increasing all emergency response times from the existing fire station.
- Traffic control devices at Mullinix Road would further reduce response times.
- Limited line of sight while accessing Mullinix Road creates further safety challenges when dealing with increased traffic in the area.
- Access to existing roads, businesses, and residential neighborhoods will be reduced by I-69 therefore increasing travel distances to multiple areas and substantially increasing response times to those areas.

Alternative C2

The DEIS, page 6-70 notes the following for Alternative C2 in regard to the District fire station:

“I-69 would follow the alignment of SR 37. This alignment would impact the White River Township fire station and require reconstruction of Wakefield Road.”

Alternative C2 would require relocation of the fire station. Relocation of the fire station is preferred by the District for long term public safety planning and the protection of life and property in the District. Due to the access changes caused by I-69, District residents and property would be better protected by relocating the fire station to a location which provides quick access to major north/south and east/west thoroughfares.

Alternative C3

The DEIS, page 6-70 notes the following for Alternative C3 in regard to the District fire station:

“I-69 would follow the alignment of SR 37. A retaining wall would be constructed along the northbound exit ramp at Smith Valley Road to avoid impacting the fire station.”

Utilizing Alternative C3 would likewise avoid a direct impact to the District fire station. However, C3 will create response difficulties that will negatively impact emergency services to citizens in the area. The following negative impacts should be recognized:



White River Township Fire Department

- Administrative Division -

- Access to Smith Valley Road directly from the fire station driveway would be eliminated.
- Alternative access to Smith Valley Road would only be possible via a long drive to Mullinix Road and then traveling north to Smith Valley Road, thus increasing all emergency response times from the existing fire station.
- Traffic control devices at Mullinix Road would further reduce response times.
- Limited line of sight while accessing Mullinix Road creates further safety challenges when dealing with increased traffic in the area.
- Access to existing roads, businesses, and residential neighborhoods will be reduced by I-69 therefore increasing travel distances to multiple areas and substantially increasing response times to those areas.

Alternative C4

Finally, in regard to Alternative C4, the DEIS notes the following concerning the District fire station:

“I-69 would be shifted slightly west of the existing SR 37 alignment. No retaining wall would be used at the interchange, so this alternative would impact the White River Township fire station at Smith Valley Road.”

Alternative C4 would thus require relocation of the fire station. Relocation of the fire station is preferred by the District for long term public safety planning and the protection of life and property in the District. Due to the access changes caused by I-69, District residents and property would be better protected by relocating the fire station to a location which provides quick access to major north/south and east/west thoroughfares.

Summary

The National Fire Protection Association’s (NFPA) Fire Protection Handbook, 20th edition, states as follows:

“Local conditions, regulatory orders, and national standards dictate the type and level of prevention and suppression/rescue provisions necessary and appropriate for a community. The time required for response and the number and types of emergency responders and vehicles should match local needs and conform to legal and industry standard requirements.”



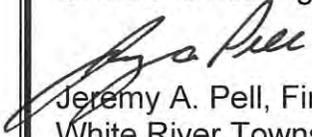
White River Township Fire Department

- Administrative Division -

NFPA Standard 1710: Organization and Deployment of Fire Suppression Operations by Career Fire Departments, 2016 edition further recommends “240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.” It further recommends “240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher level capability at an emergency medical incident.”

The District fire station was originally located based on community needs with strong consideration given to the roadway access provided by SR 37. I-69 will significantly change the landscape of the community and will fundamentally change the way emergency services should be designed. Fire and EMS protection requires equal access to I-69 interchanges at Smith Valley Road and County Line Road in order to provide timely responses to the area of I-69 from Stones Crossing Road to County Line Road. The only effective means to provide this access is to relocate the District’s fire station and headquarters. The District therefore concurs with the DEIS and supports INDOT’s preferred alternative C4.

Feel free to contact me directly if you would like additional information. I look forward to hearing from you.


Jeremy A. Pell, Fire Chief
White River Township Fire Protection District

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:20 PM
To: 'Julie Young'
Subject: RE: I69 Comment - CR 144 Area

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Julie Young [mailto:jyoung@townofbargersville.org]
Sent: Monday, May 08, 2017 2:53 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I69 Comment - CR 144 Area

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

May 8, 2017

Indiana Department of Transportation
I-69 Section Six Project Office
7847 Waverly Road
Martinsville, IN 46151

Dear I-69 Section Six Project Managers,

Thank you for the opportunity to comment on the DEIS. Town of Bargersville representatives met with the project managers on several occasions and hopefully communication will continue as I-69 Section Six is further designed.

The conversion of State Road 37 to the limited access I-69 will result in the redistribution of traffic. With interchanges at SR 144 and Smith Valley Road, the current traffic on Whiteland Road, Waverly Road, Banta Road, Stones Crossing Road, and Olive Branch Road will be directed to SR 144 or Smith Valley Road for access to I-69. Currently visitors to Mallow Run Winery have direct access to SR 37 via Whiteland Road. The proposed I-69 route will result in these visitors utilizing the new interchange at SR 144, traveling east on CR 144, turning south on N CR 625 W, turning west on Whiteland Road to reach their destination. Visitors to Center Gove High School will utilize the interchange at SR 144 and travel east on CR 144 to Morgantown Road before turning north to travel along Morgantown to reach their destination. These are two examples of destinations that will no longer have direct access to SR 37 and will direct additional traffic to the local road network as a result of I-69. I would ask that INDOT further analyze the connectivity to the existing road network; specifically understanding destinations and the impacts on travel patterns. Following the analysis, additional improvements may be identified and I would ask that INDOT consider these improvements part of the scope of the I-69 project.

The Town has shared projected growth and specific projects with INDOT project managers. Several new residential developments (Saddle Club, Saddle Club South, Morningside, Aberdeen) are planned or under construction along CR 144 east of future I-69. White River Commercial is moving forward at the southeast corner of CR 144 and SR 37. These developments will all increase traffic on CR 144 east of I-69.

I suggest INDOT consider widening and other improvements to CR 144, specifically the intersection of CR 144 and N 625 W.

Thank you for your consideration. Please contact me for further information.

Julie Young, AICP
Director of Development
24 N Main St
Bargersville, IN 46106
317-422-3104
jyoung@townofbargersville.org

Confidentiality Statement: This email is the property of the Town of Bargersville/Bargersville Utilities. This transmission may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the information contained herein (including any reliance thereon) is **STRICTLY PROHIBITED**. If you received this transmission in error, please contact me at (317) 422-5115 and delete the material from any computer immediately. Thank you.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:29 PM
To: 'Mastin, Lucas - Highway Dept'
Subject: RE: I-69 Section 6 DEIS Comments

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Cell: (317) 452-2369
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Mastin, Lucas - Highway Dept [<mailto:lmastin@co.johnson.in.us>]
 Sent: Monday, May 08, 2017 11:59 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Cc: Holliday, Lamar <LHolliday@indot.IN.gov>
 Subject: I-69 Section 6 DEIS Comments

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

After review of the I-69 Section 6 Draft Environmental Impact Statement, I would like to offer the following comments for consideration.

Whiteland Road/Banta Road Area

Whiteland Road currently provides direct east-west access from SR 37 to I-65, crossing CR 144, SR 135, and US 31 along the way. In the proposed DEIS, direct access to I-69 from Whiteland Road will be eliminated. Ideally, an interchange should be constructed at Whiteland Road. However, if this is not possible, an overpass should be constructed on either Banta Road or Whiteland Road to provide access across the interstate in this area. Terminating both Banta Road and Whiteland at the interstate will increase traffic utilizing rural north-south county roads in the area, which are not constructed to handle these increases. In either case, Huggin Hollow Road should be continued south from SR 144 to increase connectivity to a Banta Road or Whiteland Road overpass.

Bluff Road and Smith Valley Road

Elimination of direct access to I-69 from Fairview Road is proposed in the DEIS. North of Fairview Road, Bluff Road provided an existing nearby access road to reach the County Line Road interchange. However, Bluff Road south of Fairview Road passes through the Wakefield residential neighborhood before reaching Smith Valley Road at the Paddock Road intersection. Directing additional traffic through a residential neighborhood is a serious safety concern and should be avoided if possible. Bluff Road should be extended south along the east side of I-69 to Smith Valley Road. Crossing Honey Creek on this alignment may be difficult, but the DEIS proposes shifting I-69 slightly west from the existing SR 37 alignment, possibly allowing a bridge to be constructed west of the creek intersection.

Significant Traffic Volume Increases for Smith Valley, Mullinix, and Morgantown Roads When access to I-69 is limited at several locations in Johnson County, we are going to see significant traffic pattern changes. Mullinix and Morgantown Roads will see additional traffic trying to access I-69 from County Line, Smith Valley, and CR 144, with Mullinix being the closest road to the east of the interstate and Morgantown being the closest road that provides access to all three interchange locations. Additionally, Smith Valley Road will receive the bulk of east-west traffic currently accessing SR 37 from Fairview Road and Olive Branch Road. Improvements to all of these roads should be considered as a part of this project, as Johnson County will not have the funding to make necessary improvements due to the traffic pattern changes brought about by the new interstate.

Context-Sensitive Design

I-69 will serve as a gateway for Johnson County and the White River Township community. As design of the project moves forward, Johnson County would like to see reasonable, aesthetically pleasing improvements made to the corridor and infrastructure. To that end, the County asks to be included when details for signage, bridges, landscaping, and other amenities are considered.



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180 S. Main Street Suite 112
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May 15, 2017

Ms. Sarah Rubin
 Project Manager
 100 North Senate Avenue, Room N601
 Indianapolis, Indiana 46204

Re: I-69 Section, Section 6 DEIS Review
 Morgan County Comments

Dear Ms. Rubin,

On May 4, 2017, the Morgan County Commissioners hosted a forum where local officials reviewed and discussed the impacts to Morgan County that were described in the DEIS released for Section 6 of the I-69 project. The following representatives were in attendance:

Norman Voyles	Morgan County Commissioner
Ryan Goodwin	Morgan County Commissioner
Brian Goss	Morgan County Commissioner
Larry Smith	Morgan County Engineer
Terry Brock	Morgan County Surveyor
Mike Dellinger	Morgan County Economic Development Director
Kenny Hale	Morgan County Director of Planning and Zoning
Robert Downey	Morgan County Sherriff
Donnie Warren	Morgan County EMA Director
Daniel Elliott	Morgan County Council/RDC President

The following comments are referenced to the map exhibits included in the DEIS. The comments refer to map number and comment number marked on each sheet. We have also provided some overlays on the published maps to clarify our comments. Copies of the maps are included herewith.



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Map #1

Comment 1-1: Previous coordination with the I-69 team had a new connector road between Old SR 37 and Jordan Road which would provide access to parcels between Indian Creek and I-69. This area includes farmland and business acreage totaling about 97 acres. It appears that this connection has been eliminated. Is it the intent of the project to acquire all of the landlocked parcels or will access to this area be provided with a connection to an existing route?

Comment 1-2: The published exhibits show the acquisition of the parcel where Walgreen's currently exists. Morgan County and Martinsville are very concerned about the loss of a critical pharmacy and the economic impacts due to the loss of this business. This area is a significant redevelopment opportunity for Martinsville and Morgan County and lies within a designated TIF area. This is the only pharmacy between Martinsville and Indianapolis. Morgan County prefers an alternative that would preserve this parcel.

Comment 1-3: The County and City of Martinsville prefer an interchange that provides less impact to the surrounding area. The roundabout interchange shown in earlier coordination would be preferred over the interchange shown in the DEIS.

Comment 1-4: The County is concerned about the significant numbers of businesses scheduled for acquisition along Commercial Boulevard east of I-69. These businesses lie within an active TIF District. The loss of the businesses will result in significant economic impacts.

Comment 1-5: An alternative to the proposed frontage road should be considered to avoid the acquisition of businesses discussed in Comment 1-4. If Mahalasville Road were improved and a new connector road was constructed as depicted in the attached exhibits, impacts to local business could be reduced. This new access road would accomplish the goal of reducing impacts to businesses and would help spur economic growth by providing better access to undeveloped areas.

Comment 1-6: Hilldale Cemetery Legal Drain is a regulated open drain located within the area. Proposed impacts to the area need to consider how the legal drain will be affected.

Comment 1-7: There are several undeveloped areas which are suitable for growth as residential development. The facilities and access to the area should take into account this potential for future growth.



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Comment 1-8: Sartor Legal Drain is a regulated open drain located within the area. The legal drain conveys water from the west side of I-69 to the east and services a large area. Proposed impacts to the area need to consider how the legal drain will be affected.

Map #2

Comment 2-1: The DEIS shows an extension of Grand Valley Boulevard to Cramertown Loop. This intersection with Cramertown Loop will require improvement, roundabout or otherwise, to handle the anticipated substantial increase in traffic once the extension is completed. It will become the main entrance to Walmart for both trucks and passenger cars.

Comment 2-2: There is a planned Senior Living Center along the Grand Valley Boulevard extension. The additional traffic impacts due to change in access to the area need to be considered.

Comment 2-3: The southwest corner of Grand Valley and Cramertown Loop is expected to have a mixed-use development constructed. The additional traffic impacts due to change in access to the area need to be considered.

Comment 2-4: The existing Cramertown Loop is not sufficient to handle the anticipated truck volumes that are expected due to Grand Valley Boulevard being the primary access to the commercial development in the area. The roadway needs to be upgraded to current standards for the anticipated traffic volumes expected.

Comment 2-5: It is anticipated that SR 252 and SR 44 will attract additional truck traffic. Therefore, the additional traffic impacts due to change in access to the area need to be considered.

Comment 2-6: The intersection at SR 252 and Cramertown Loop needs to be studied to confirm the intersection type is appropriate for the volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or signalized intersection is likely warranted to handle the anticipated volumes.



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Map #3

Comment 3-1: Foxcliff Subdivision has approximately 800 homes. Their primary access to the current SR 37 is via Old SR 37. Once the I-69 corridor is complete, their primary access is via the Henderson Ford Road Interchange. Emergency services for residences will be impacted by the project and should be considered in the design of the project.

Comment 3-2: This area is expected to have residential development. The additional traffic impacts due to change in access to the area need to be considered.

Comment 3-3: This area is zoned for commercial use. The additional traffic impacts due to change in access to the area need to be considered.

Comment 3-4: Access to this parcel will need to be accommodated for farming operations and service and maintenance of the cell tower facilities.

Comment 3-5: This stretch of Egbert Road is not sufficient to carry the anticipated increased traffic due to the elimination of access points to I-69.

Comment 3-6: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the Henderson Ford Road Interchange.

Comment 3-7: The intersection at Henderson Ford Road extension (Centennial Road) and Egbert Road needs to be studied to confirm that the intersection type is appropriate for the volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Comment 3-8: Due to the distance between the SR 252/SR 44 Interchange and the Henderson Ford Road Interchange, emergency access will be limited from I-69 to the community in the area. The proposed design for I-69 should consider providing intermediate access points to assist in maintaining a suitable level of service for emergency response.

The rural areas of the project do not have fire hydrants along the corridor. Access to water for emergency response should be considered in the design along the entire I-69 route.



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Map #4

Comment 4-1: A new quarry has recently commenced operations and is expected to expand into the area shown. Due to limited access to I-69, the new quarry will likely utilize Old SR 37 through Waverly increasing congestion and more truck/passenger car interaction as is the current conditions. The expected heavy truck traffic should be considered during the design of the new facility, including roadways, bridges, and intersections.

Comment 4-2: The County has plans to construct a greenway along the White River. Land and easements have already been acquired. The scope of this new facility should be considered during the design to ensure the community can safely and easily access the greenway.

Comment 4-3: The traffic volumes along Old SR 37 are expected to increase due to changes in access to I-69 and the proposed developments. This includes the increase in truck traffic from Comment 4-1. The increased traffic volumes should be considered during the design of the new facility, including roadways, bridges, and intersections.

Comment 4-4: Miles Furniture is a strong business within the community that draws customers from both Morgan and Johnson Counties. Access to this business will be severely impacted due to the changes proposed in the local road network. Coordination with this business should happen early in the process to determine the best routes to access the business without jeopardizing this important local establishment.

Comment 4-5: Due to the distance between the Henderson Ford Road Interchange and the SR 144 Interchange, emergency access will be limited from I-69 to the community in the area. The proposed design for I-69 should consider providing intermediate access points to assist in maintaining a suitable level of service for emergency response.



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Map #5

General Comments

The limits of the I-69 Corridor represented on Map #5 is located in an economic development area identified by Morgan County. The County has established TIF districts and has been working to secure economic development opportunities. The County has invested significant local dollars to promote the area. Some of the investments include:

- Morgan County Wastewater Treatment Plant site was purchased by the Morgan County Redevelopment Commission in 2014 for \$1.5M. No outstanding debt remains on site.
- Phase 1 - 30,000 GPD treatment plant expandable to 75,000 GPD+ is under design and scheduled for construction bidding in June 2018. Total cost of the project is \$1.5M financed by the Morgan County Redevelopment Commission thru the use of TIF Bonds
- Phase 2 - Sewer Collection System and Lift Station project for Waverly and future commercial development will be under design starting June 2017 and scheduled for construction bidding in October 2018. Total cost of the project is \$2.8M financed by the Morgan county Redevelopment Commission thru the use of TIF Bonds.

Comment 5-1: The intersection at Old SR 37 and Big Bend Road needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Comment 5-2: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.

Comment 5-3: The County has plans to construct a greenway along the river. Land and easements have already been acquired. The scope of this new facility should be considered during the design to ensure the community can safely and easily access the greenway.

Comment 5-4: The County prefers that an interchange be constructed at Whiteland Road. An interchange at this location would stimulate economic growth, provide better access to the residents of Waverly, and would eliminate the need for a significant network of frontage roads



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needed to service this growth area. The County is investing significantly in this area by constructing a new wastewater treatment plant which will promote and sustain economic opportunities.

If an interchange is not possible at this time, an overpass that considers the future construction of an interchange is desired by the County. Whiteland Road will be a major east-west connector that will service the economic growth area. A crossing at this location provides more benefit to the community than an overpass at Waverly Road.

In either case, a connection from Waverly Road to Whiteland Road, via a frontage road, must be maintained to provide access from east of the I-69 corridor to the west of the corridor.

Comment 5-5: The County has identified this potential roadway corridor to provide improved access to the TIF district and redevelopment area. This new roadway would provide direct access to I-69 if an interchange were provided at Whiteland Road. This new connection would also allow for the heavy truck volumes generated by the quarries in the area to access I-69 at an interchange which will in turn, lower traffic demands at the intersection of Old SR 37 with SR 144.

Comment 5-6: The intersection at Whiteland Road and Waverly Road needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Comment 5-7: The County prefers the interchange or overpass at Whiteland Road in lieu of the overpass for Waverly Road. The traffic flow, anticipated volumes, and redevelopment plans for the area reduces the need for an overpass at Waverly Road and gives precedence to an interchange/overpass at Whiteland Road.

Comment 5-8: The bridge that carries Old SR 37 over Mackenzie Creek is posted for load and is insufficient to carry the expected loads and traffic volumes for Old SR 37. This structure will need to be replaced prior to the I-69 corridor.

Comment 5-9: The existing quarry generates a substantial volume of trucks. Due to limited access to I-69, the quarry will utilize Old SR 37 through Waverly increasing congestion and more truck/passenger car interaction as is the current conditions. The expected heavy truck traffic should be considered during the design of the new facility, including roadways, bridges, and intersections.



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Comment 5-10: Mooresville Consolidated School Corporation services the area around Waverly. Changes in access crossing the I-69 corridor will significantly impact bus routes and schedules. The design of access in this area should consider impacts to the school system.

Comment 5-11: Waverly Fire Station and Elementary School are located along Waverly Road. Access for school busses and emergency responders should be considered in the design of facilities in this area.

Comment 5-12: A cell tower is located on this parcel. Access will need to be maintained.

Comment 5-13: A County Park is located at this location. Access to the park should be considered in the design of the I-69 project.

Comment 5-14: Heavy truck traffic is expected on Old SR 37 due to the quarries that will be forced to use this route due to elimination of access points to I-69. The existing facility is not sufficient to handle the expected volumes. Furthermore, the passenger vehicle/truck traffic interaction will create an undesirable condition. Improvements to Old SR 37 should be evaluated, if an interchange at Whiteland Road is not provided at this time, as part of the project to mitigate this undesirable condition.

Comment 5-15: A select historic bridge is located on Old SR 37 over Bluff Creek. This structure is not sufficient in the long-term to carry the expected truck volumes on Old SR 37 and will likely need to be posted for load restriction in the future. Replacement of this structure will be difficult due to the historic identification. Changes in access to I-69 have made this structure critical since it is the only route for the community around Waverly to access I-69. Emergency access would be severely impacted if it were posted for load or closed. An interchange at Whiteland Road would reduce the critical dependency on this structure.

Comment 5-16: This area will likely be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.



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Comment 5-17: A frontage road needs to be constructed along the I-69 R/W Corridor to provide access to the TIF district and economic development areas. The County is investing significant local dollars to promote economic development in the area. The lack of access to this area will negatively impact the viability of the area for economic development. This frontage road would not be needed if an interchange were provided at Whiteland Road.

Comment 5-18: The residential development opportunities at the intersection of Whiteland Road and Banta Road will increase as a result of the planned I-69 corridor. The additional traffic impacts due to change in access to existing routes needs to be considered.

Comment 5-19: The intersection of Whiteland Road and Banta Road needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or stop controlled intersection is likely warranted to handle the anticipated volumes.

Comment 5-20: This area is planned to be included in an expanded TIF area and is expected to redevelop due to its proximity to the planned development areas adjacent to the site and the new wastewater treatment plant currently under design and scheduled for construction in 2018.

Comment 5-21: Heavy truck traffic is expected on Old SR 37 due to the quarries that will be forced to use this route due to elimination of access points to I-69. The intersection at Old SR 37 and SR 144 needs to be studied to confirm that the intersection type is appropriate for the anticipated volume of vehicles, class of vehicles, and the anticipated turning movements at the intersection. A roundabout or signal controlled intersection is likely warranted to handle the anticipated volumes.

Comment 5-22: No direct access is being provided to the County's TIF and Economic Development area east of the I-69 Corridor. A frontage road that follows Banta Road from the intersection of Whiteland Road to the termination point shown in the DEIS maps then extending on a new terrain alignment to SR 144 would be required to provide direct access to the area. Without this direct connection, it is likely that the opportunity for economic growth will be severely impacted. This frontage road would not be needed if an interchange were provided at Whiteland Road.



*Morgan County Board of Commissioners
180 S. Main Street Suite 112
Martinsville, IN 46151
www.MorganCounty.in.gov*

The County appreciates the opportunity to provide our comments on the proposed I-69 Corridor represented in the DEIS documents for Section 6. We look forward to working with the INDOT I-69 team to resolve the issues and concerns identified by our county officials.

Please contact us if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Norman Voyles".

Norman Voyles
President, Morgan County Board of Commissioners

cc. All Attendees

I-69 Section 6

Indian Creek to Grand Valley Boulevard

Morgan County

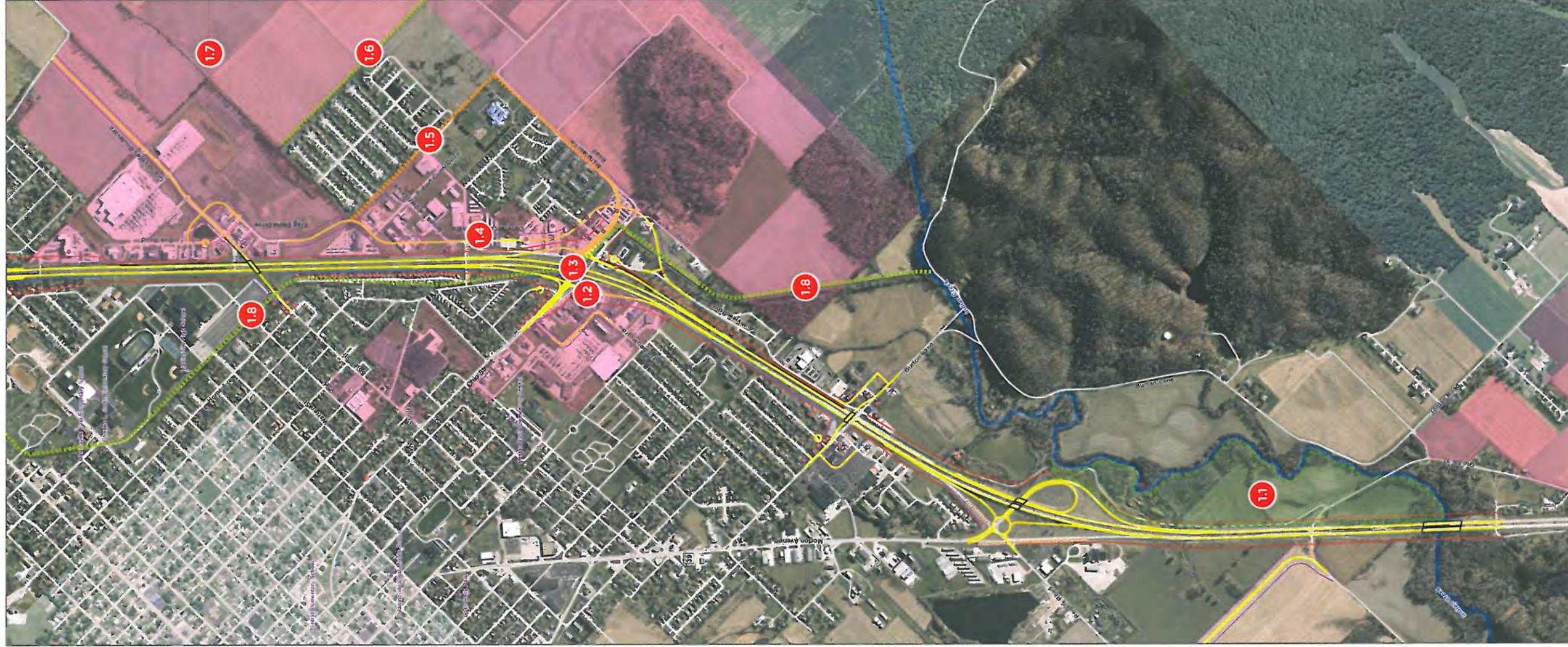
#1

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 1.1** Landlocked area
- 1.2** Walgreen's
- 1.3** Prefer RAB interchange
- 1.4** Loss of businesses
- 1.5** Possible alternative to frontage road
- 1.6** Hilldale Cemetery open legal drain
- 1.7** Future residential area
- 1.8** Sartor open legal drain

TIF district



Grand Valley Boulevard Over I-69

Ohio Street Over I-69 (Interchange)

Burton Lane Over I-69

SR 39 Under I-69 (Interchange)

Indian Creek

2015 Aerial



- Roads Closed or Removed
- Driveways
- Bridges and Retaining Walls
- Roads
- Proposed Limited Access Right of Way
- Proposed Right of Way
- Hospital
- Police Station
- Fire Station
- Recreational Facility
- School
- Cemetery
- County Boundary
- Railroad
- Potential Location of Sound Barriers
- Potential Relocations
- Existing Roads
- Rivers or Streams
- Through Lane
- Climbing Lane



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I-69 Section 6

Grand Valley Boulevard to Country Club Road Morgan County

#2

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 2.1** Grand Valley Blvd. Extension
- 2.2** Future Senior Living Center
- 2.3** Future mixed-use development
- 2.4** Road improvements needed to handle heavy traffic
- 2.5** Heavy semi-truck traffic areas
- 2.6** Improved interchange needed
- TIF district



Country Club Road (Access via Old SR 37)

Teeters Road Over I-69

Morgan Street (Access via Old SR 37)

SR 44 Over I-69 (Interchange)

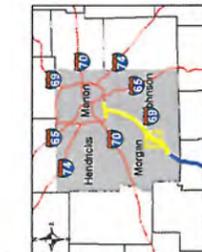
SR 252 Under I-69 (Interchange)

Grand Valley Boulevard Over I-69

2015 Aerial

1 inch = 350 feet

	Roads Closed or Removed		County Boundary
	Driveways		Railroad
	Bridges and Retaining Walls		Hospital
	Roads		Police Station
	Proposed Limited Access Right of Way		Fire Station
	Proposed Right of Way		Recreational Facility
			School
			Cemetery
			Potential Relocations
			Existing Roads
			Rivers or Streams
			Potential Location of Sound Barriers
			Through Lane
			Climbing Lane



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I-69 Section 6

Country Club Road to Ennis Road

Morgan County

#3

Preferred Alternative C4



AREAS OF CONCERN TO MORGAN COUNTY

- 3.1** Foxcliff subdivision
- 3.2** Future residential development
- 3.3** Commercial development area
- 3.4** Cell tower access
- 3.5** Road improvements needed to handle heavy traffic
- 3.6** Future TIF district
- 3.7** Improved intersection needed to handle heavy traffic
- 3.8** Emergency access

TIF district

**Ennis Road
(Access via New Harmony Road Extension)**

Henderson Ford Road Over I-69 (Interchange)

Egbert Road Over I-69

Myra Lane Under I-69

Country Club Road (Access via Old SR 37)

2015 Aerial



- Roads Closed or Removed
- Driveways
- Bridges and Retaining Walls
- Roads
- Proposed Limited Access Right of Way
- Proposed Right of Way
- Hospital
- Police Station
- Fire Station
- Recreational Facility
- School
- Cemetery
- County Boundary
- Railroad
- Potential Location of Sound Barriers
- Potential Relocations
- Existing Roads
- Rivers or Streams
- Through Lane
- Climbing Lane



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I-69 Section 6

Ennis Road to Big Bend Road

Morgan County

#4

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 4.1** Commercial development (quarry)
- 4.2** County-owned easement adjacent to Crooked Creek
- 4.3** Heavy dump truck and semi traffic north
- 4.4** Miles Furniture
- 4.5** Emergency access



Big Bend Road Over I-69

Perry Road Over I-69

Cragen Road (Cul de Sac)

New Harmony Road (Access via New Harmony Road Extension)

Ennis Road (Access via New Harmony Road Extension)

2015 Aerial

1 inch = 350 feet

- Roads Closed or Removed
- Driveways
- Bridges and Retaining Walls
- Roads
- Proposed Limited Access Right of Way
- Proposed Right of Way
- Hospital
- Police Station
- Fire Station
- Recreational Facility
- School
- Cemetery
- County Boundary
- Railroad
- Potential Location of Sound Barriers
- Potential Relocations
- Existing Roads
- Rivers or Streams
- Through Lane
- Climbing Lane

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[www.i69indyevrn.org](https://www.tn.gov/transportation/i69/)

I-69 Section 6

Big Bend Road to State Road 144

Morgan and Johnson County

#5

Preferred Alternative C4

AREAS OF CONCERN TO MORGAN COUNTY

- 5.1** Improved intersection needed
- 5.2** Future TIF district
- 5.3** County-owned easement
- 5.4** Proposed Interchange
- 5.5** Potential roadway extension
- 5.6** Needed intersection improvement
- 5.7** Bridge location
- 5.8** Load posted bridge
- 5.9** Existing quarry
- 5.10** Mooresville school access
- 5.11** School and Fire Department
- 5.12** Cell tower
- 5.13** County park
- 5.14** Heavy truck traffic
- 5.15** Select historic bridge
- 5.16** Future commercial development
- 5.17** Frontage road
- 5.18** Future residential development
- 5.19** Needed intersection improvement
- 5.20** Future commercial development
- 5.21** Needed intersection improvement
- 5.22** Connecting road needed

TIF district



State Road 144 Over I-69 (Interchange)

Banta Road (Cul de Sac)

Whiteland Road (Access via Waverly Road)

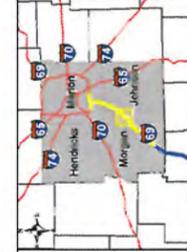
Waverly Road Over I-69

Big Bend Road Over I-69

2015 Aerial

1 inch = 350 feet

- Roads Closed or Removed
- Driveways
- Bridges and Retaining Walls
- Roads
- Proposed Limited Access Right of Way
- Proposed Right of Way
- Hospital
- Police Station
- Fire Station
- Recreational Facility
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- Potential Relocations
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- Rivers or Streams
- Through Lane
- Climbing Lane



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City of Martinsville

OFFICE OF THE MAYOR
 Honorable Shannon E. Kohl, Mayor



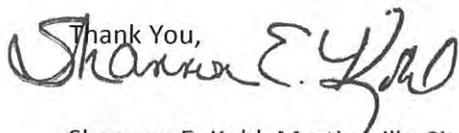
May 15, 2017

I-69 Section 6 Project Office
 7847 Waverly Road
 Martinsville, IN 46151

RE: Section 6 - Frontage road plans in Martinsville, IN

To Whom It May Concern,

As Mayor of the City of Martinsville, I support Industrial Blvd or James Baldwin Dr. and Robert Curry Dr. being available for the frontage road. I respectfully request using these roads, this will help with traffic control. Utilizing the existing roads would save the acquisition of up to 5 properties and the overhead and labor needed to build a brand-new road.

Thank You,


Shannon E. Kohl, Martinsville City Mayor

Public Individual Comments

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, March 22, 2017 2:22 PM
To: 'kbowling@indyrents.net'
Subject: RE: Question about the bid

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6th at Perry Meridian High School and April 10th at Martinsville High School starting at 5:30 p.m. The public comment deadline for the Draft Environmental Impact Statement is May 8th, 2017.

If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Kelley Bowling [mailto:kbowling@indyrents.net]
Sent: Monday, March 20, 2017 12:35 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: RE: Question about the bid

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

LaMar,
 Yes please add me to that e-mail list. I may already be on the list. I do get a lot of e-mail from IDOA and INDOT.
 Thank you,
 Kelley

From: INDOT Section 6 PM [mailto:Section6PM@indot.IN.gov]
Sent: Friday, February 03, 2017 9:37 AM
To: kbowling@indyrents.net
Subject: RE: Question about the bid

Hi Kelley,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. I-69 Section 6 is still in the environmental phase of the project. At this time, a funding source has not been identified to fund the project.

If you have not already signed up, you can enlist in our email notification list that will notify you of major milestones for the project. Please let me know and I'll add your email to the list.

Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Kelley Bowling [<mailto:kbowling@indyrents.net>]

Sent: Thursday, February 02, 2017 4:19 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Question about the bid

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Approximately when will section 6 of the I-69 project bid?

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, March 22, 2017 2:23 PM
To: 'k1946spro@aol.com'
Subject: RE: question

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6th at Perry Meridian High School and April 10th at Martinsville High School starting at 5:30 p.m. The public comment deadline for the Draft Environmental Impact Statement is May 8th, 2017.

If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: k1946spro@aol.com [mailto:k1946spro@aol.com]
Sent: Wednesday, March 22, 2017 5:39 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: question

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

I just bought my home here at 1759 S. Ohio Street, Martinsville, in., in November. Now I see it is on the map in all four of the proposed relocation notices. Can you tell me if it is scheduled to be bought by I-69? We were getting ready to do some major remodeling. When will we be notified? We are older retired people and we never dreamed the highway would come up this far on Ohio Street. Can you give me any information?

Thank you,
 Karen Sproles

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, March 23, 2017 11:05 AM
To: 'mksuter@gmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6th at Perry Meridian High School and April 10th at Martinsville High School starting at 5:30 p.m. The public comment deadline for the Draft Environmental Impact Statement is May 8th, 2017.

If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Thursday, March 23, 2017 6:35 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 03/23/17 6:34 AM

Name: Mark Suter

Street Address: 3150 E. Myra Lane
Martinsville, IN 46151

E-mail: mksuter@gmail.com

Comments: The plan revealed Friday has much to commend it and I commend the planners for good work on such a complicated task. 1) Why would it not make sense and be less costly for there to be one interchange between 44 and 252 instead of two so close? It would be less disruptive and cost less and both roads/streets would still be very accessible, it would seem.
2) The plan shows an underpass for Myra Lane to access Ozark Fisheries and First United Methodist Church where I am pastor. I like the fact that it is a bit south of the present location, but we are still concerned that the underpass would be more like a tunnel, if indeed it must be 28 feet below the surface of I-69. If there is any chance our crossover could still become an overpass instead, I would favor that.
Let me say, though, I understand what an impossible task it must be to get a highway built with so many competing opinions and interests. I will pray for God's help and guidance for all of you and thank you for your good work. Thanks for listening.

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Suite 300
Indianapolis, IN 46250

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, March 27, 2017 3:19 PM
To: 'April Wagoner'
Subject: RE: I69 martinsville

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
Office: (317) 881-6408
Cell: (317) 452-2369
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org



From: April Wagoner [<mailto:alwagon@gmail.com>]
Sent: Sunday, March 26, 2017 9:25 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I69 martinsville

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

I'm currently in the process of buying a home and I'm set to close on April 7. I was recently informed that some people on the street have been sent letters about being affected by I69. How can I find out if the house I'm buying is going to possibly be affected? The address is 590 Gardner Ave, Martinsville. Thank you.

March 28, 2017

To: I – 69 Section 6 Project Planning Committee

After reading the revised I - 69 proposal in the 3/24/2017 Daily Journal, I would suggest making the entire project 8 lanes instead of narrowing to 6 lanes at Southport Road. Lane reductions always cause bottlenecks and this is such a heavily populated area that I can easily imagine traffic slow-downs at Southport Road on the new I - 69 which would probably worsen over time with increased population growth.


Christine A. Kramer

1984 Inverness Place

Greenwood, IN 46143

(317) 494-0507

PI-005
Tim and Chris Kramer
1984 Inverness Place
Greenwood, IN 46143

INDIANAPOLIS IN 460
29 MAR 2013 PMS L



I-69 SECTION & PROJECT OFFICE
7847 WAVERLY RD.
MARTINSVILLE, IN 46151

46151-751347

INDIANAPOLIS IN 460
29 MAR 2013 PMS L

Formstack Submission for form i69_2463

Submitted at 03/28/17 2:15 PM

Name: Jon Sinder

Street Address: 5346 Pike Plaza Road
Indianapolis, IN 46254

E-mail: jsinder@crowliquors.net

Comments: I'm Jon Sinder, one of the owners of Crown Property Management II, LLC. We own the eastern end-cap of a strip center known as 2310 West Southport Road. We operate Crown Liquors and sold this location to 21st Amendment Liquors and they lease the premise from us.

I highly recommend alternative C4A for the proposed intersection of Southport and I69 for several reasons.

First, it's easier and more fiscally responsible to displace apartment residents than the commercial enterprises operating out of the 5 commercial buildings located in the NW corner of the intersection. Tenants are often subject to long-term leases and both tenants and landlords have significant capital investments. The liquor store, for example, has well over \$200k of fixturing alone. These assets are also an important factor in both personal and real property taxes and must be larger than what's produced by the apartments.

Second, living in Carmel, I have seen the effects of interchange access between Under and Over layouts. Under layouts as proposed under C4A work out much better as shown by the success of the US31 project.

Finally, I would INDOT to consider allowing some portion of 2310 West Southport to remain. It seems under C4A that the state may only need the western "end-cap" of the center. Although we don't own that section (we only own the eastern end-cap of 4,750 sf), it likely makes sense to keep as much of the structure intact and it would result in the state having to pay less money. However, either the property owner neighbor to our west or us would ask for reimbursement for the cost to structurally support and finish out a new, western exterior wall.

Feel free to call me at 317-507-6401 with any questions.

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Holliday, Lamar

From: Holliday, Lamar
Sent: Wednesday, March 29, 2017 11:46 AM
To: 'Clayton C. Sparks'
Subject: RE:

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Clayton,

Thank you for your request. The project management team would like to meet with you, but it will have to take place after our public hearings on April 6 and April 10.

If you can send me a list of dates and times after April 10 that you're available, I'll coordinate the meeting. Also, please share with me your ideal location for you for this meeting.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Clayton C. Sparks [mailto:Clayton.Sparks@centerstone.org]
Sent: Wednesday, March 29, 2017 8:35 AM
To: Holliday, Lamar <LHolliday@indot.IN.gov>
Subject:

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello,

Last fall my agency met with your organization several times to discuss the I69 project. After reading through the EIS there are a few concerns. I didn't see any mention of the impact it would have on Centerstone and the population we work with. I could be overlooking something in the EIS as it had a lot of information in it. We are a 501c Community Mental Health Agency that works with the most vulnerable people in our county and we are located just feet from 37

(1175 W Southview Drive). We deal with crisis daily with our severe mentally ill clients. Many times access to our facility is a matter of life or death often with mental health crisis that include potential suicide or homicidal ideations.

I am sure that you can understand the uncertainty of how the project will impact our companies potential reallocation, time line of relocation if it happens, or even if no relocation the impact construction will have on our agency and patients. We are the only building on with one access off of Burton Lane.

We met with your agency last fall and would like to meet with you again sometime soon. Would this be possible to address the above concerns.

Thank you

Clayton C. Sparks MS, LAC
Centerstone CAFS/ Lead Manager-Morgan County
Cell (317)494-5636
Office (765)343-6950



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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 04, 2017 12:46 PM
To: 'Jason Burk'
Subject: RE: Comments on latest draft of plans

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Jason Burk [mailto:Jasonb@halstead-architects.com]
Sent: Tuesday, April 04, 2017 11:04 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Comments on latest draft of plans

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Greetings!

I wanted to voice a few concerns regarding the latest drafts of the plans for I-69 at Southport Road.

With respect to this interchange, going under seems to be the best option. But I can't understand why the lanes need to shift so far to the east. What a weird configuration! I would prefer a double roundabout a la US 31 / Keystone on the north side. Wouldn't that make traffic flow so much better? If there is any good news about the lane shift it is that the retail center on the N side of Southport doesn't have to be decimated to fit with the new interchange. Either option massively impacts the viability of using the quadrant for anything but parkland – which could honestly be a good use, though not the highest and best at a major interstate interchange.

My other main concern is pedestrian access. A thoughtful approach to including a dedicated bike / trail lane along Southport over I-69 at this location is imperative. If not AT this location, a trail / path should be connected at some point (perhaps the creek?) to allow for safe, continual flow from one side of the interstate to the other. Southport is a major bicycle thoroughfare in the summer as bikers make their way to Southwestway Park and the Mann Road access to HW 67. Not attempting to accommodate this now will no doubt set back any effort to do so for YEARS to come. We have put up with uncertainty and a lack of development at this intersection for far too long to forgo minor additions to the improvements at this interchange during this MASSIVE construction project.

Since I likely won't be able to make it to the public meeting, I wanted my comments to be entered into public record via email.

Thanks!

Jason BURK

HALSTEAD architects | Partner | Registered Architect

1139 Shelby Street | Indianapolis, IN 46203 | Fountain Square

317.684.1431 x 4 office | 317.691.3692 mobile

<http://www.halstead-architects.com/>

<https://www.linkedin.com/in/jasonelliottburk>

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Please consider the environment before printing this email

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 04, 2017 12:45 PM
To: 'kannapel@att.net'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Tuesday, April 04, 2017 9:40 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/04/17 9:40 AM

Name: laura kannapel

Street Address: 6830 yellowstone parkway
indianapolis, IN 46217

E-mail: kannapel@att.net

Comments: Please consider using SR 39, less impact on business and residences. I DO NOT WANT THIS IS MY BACK YARD OR ANYWHERE CLOSE TO MY HOME. TOO MUCH POLLUTION AND NOISE. SR 39 IS THE BEST ALTERNATIVE, NOT SR 37

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Indianapolis, IN 46250

▪

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 04, 2017 12:45 PM
To: 'Marty Wyatt'
Subject: RE: Financing Section 6

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Marty Wyatt [mailto:mwyatt4119@gmail.com]
Sent: Tuesday, April 04, 2017 10:18 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Financing Section 6

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

When it comes to the financial arrangements of section 6, for God's sake do not arrange it like you did section 5. Section 5 is the biggest & stupidest mess I've ever seen. I know cause I have to travel that crap six days a week the whole entire section. You people don't care cause you don't have to deal with it on a daily basis like we do. It's going two years over schedule and it has been utterly ridiculous. Finance section 6 like you did 5 & it will take 15 freaking years to build!!!!

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 05, 2017 1:14 PM
To: 'Alicia Crutcher'
Subject: RE: I-69

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Alicia Crutcher [mailto:Alicia_Crutcher@TomWood.com]
Sent: Wednesday, April 05, 2017 12:48 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-69

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hello,

My husband & I are unable to make it to the meeting Thursday because of work. However we are a little concerned. We live on W Southport Road between SR 37 and Mann Road. We moved there a year ago and have horses. Southport Road is already busier than we imagined with only 2 lanes. Will this impact our house or them widening our road into our front yard if traffic increases?

We live on W Southport Road after the bridge before mann road. We might be moving if this will impact traffic and our horses. Could you provide us with some feedback from the meeting or concerns we might be facing. We have not gotten anything in the mail but we want to plan ahead with us having farm animals. Thanks

Alicia Crutcher

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 07, 2017 11:37 AM
To: 'elkinsjr@gmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Thursday, April 06, 2017 4:24 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/06/17 4:23 PM

Name: James Elkins

Street Address: 4271 N Banta Rd
Bargersville, IN 46106

E-mail: elkinsjr@gmail.com

Comments: After reviewing the proposed maps, I would like to add my support for Preferred Alternative C4. I look forward to progress on this in the coming years.

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Indianapolis, IN 46250

▪

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 07, 2017 11:37 AM
To: 'Melanie McKinley'
Subject: RE: Twin Branch Rd to Old 44 or 44

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Melanie McKinley [mailto:miahhouseinc@yahoo.com]
Sent: Thursday, April 06, 2017 11:35 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Twin Branch Rd to Old 44 or 44

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi,

I saw you are going to culdesac Twin Branch Rd at Morgan St and run the road to 44 now. My question is there is a house where Twin Branch oxbows and comes back to parallel to 37. Just past that on google maps is a horse barn and a white car in the aerial. I understand you are going to continue that road but I would like very much to keep the horse barn. We were planning on restoring it and turning it into a house. It is actually in great shape and very old. Please don't tear it down. I don't mind it being close to the highway and it is on the east (R) side, so could be left untouched. It looks to be a bit more than 100 feet away so there would be plenty of room in the future for further expansion. Is there any way we can preserve and keep the horse barn where it is? Please let me know. We are in negotiations with the owner for the property but it is contingent on it being allowed to remain.

Melanie
260 241 4461

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 07, 2017 11:38 AM
To: 'mike1951oleary@gmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Thursday, April 06, 2017 9:48 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Formstack Submission for form i69_2463

Submitted at 04/06/17 9:47 PM

Name: MIKE O'LEARY

Street Address: 827 HILDEBRAND DR.
INDIANAPOLIS, IN 46217

E-mail: mike1951oleary@gmail.com

Comments: I think indot needs to look into having an interchange at Fairview Rd. That is a very densely populated area just to the east. Many, many of those folks need to have a quick way to get to and from work in Indianapolis and the surrounding areas.
If not the side roads getting to the other 2 interchanges, one to the north and one to the south, are going to be extremely congested.

Thanks!!

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Formstack, LLC
8604 Allisonville Rd.
Suite 300
Indianapolis, IN 46250



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Jeff Fiddler
Address 8336 S. Belmont Ave, Indpls, IN 46217 (Optional)
Phone () (Optional) Email jmfiddy@yahoo.com (Optional)
Organization/Agency (if relevant) (Optional)
Date 4-6-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Please take a look at adding a sound wall to the Belmont Ave & Wiker/Bluff North Homes. Two lanes is enough noise. Three lanes will be too much.

Thank You
Jeff F



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Carl Hever
Address 405 W Somerset Pl Bloomington, IN 47403 (Optional)
Phone () (Optional) Email (Optional)
Organization/Agency (if relevant) (Optional)
Date

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I drive ~~SR 39~~
on SR 37 and for the debate for Southport
RD, I prefer the Alternative C4B. I chose
this design because I would prefer for the responses
to not be entered, but only the business that
are next to Southport.

Multiple horizontal lines for additional comments.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Shannan Snodgrass
Address 11615 Shannon Lakes Drive (Optional)
Phone (317) 889 3863 (Optional) Email ShannanSnodgrass@theamericans (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/6/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Prefer Southport Option B- Removing the apartments

Please consider traffic to downtown. Everytime something happens, construction/wrecks, on SR37 Bluff road becomes a parking lot then SR135 then meridian. The entire Southside shuts down. many many people commute to the IU University, IU PUI and Eskearys Campus. I would think quality well designed for hospital + campus schedules, schedule would greatly impact traffic. And dont forget Lilly tech center + headquarters. If our mass transit ran a route covering these and was efficient, I think many people would be impacted with potentially the least amount of money to make that happen.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Mat + Mitchell
Address 71075 Waverly Rd Martinsville 46151 (Optional)
Phone (317) 765-3242 (Optional) Email mitchelltd.mm3@gmail (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 3-7-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

We are wanting clarification on our property at 71075 Waverly Rd. It shows a right of way going ~~to~~ directly through our property. But also shows a driveway. Possible relaxation? We are wanting more information on access to I-69 from our property due to outdated county Tds added congestion on these outdated county Tds



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Michael Deem
Address 9640 W Old St Rd 37 (Optional)
Phone (317) 496-6755 (Optional) Email mjndeem@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-6-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

St. Rd 144 and 37 need to be in direct consideration for new economic development with the proposed interchange. Does a tight diamond help with improved development? Would a clover leaf be more appropriate? Since most all businesses are needing relocation. I would like to see the ~~majority~~ majority of businesses able to relocate with room for a large influx new economic development. Think about what is best in the long run. The area has not really changed ever! It only seems to get run down. It needs to be attractive for new companies large or small Industrial & retail both. On a side note I would consider leasing my property during construction for the contractors and their equipment. Thank you for any feedback and consideration.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Bekka Willsey
Address 300 Western Blvd., Greenwood, (Optional)
Phone (317) 888-9200 (Optional) Email adventures@cele (Optional)
Organization/Agency (if relevant) Adventures Child Care @spcglobal.net (Optional)
Date 4/6/17 + Learning Center

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I own the child care center at State Road 39 + Fairview. As of now, the map shows us remaining but with a red line through part of our playground + front parking lot.

If we remain, I'm concerned about the roadway being any closer to the center than it already is. Before we built the center we paid an engineer to come out + determine if fast moving north bound semis could leave the road + hit the facility + hurt anyone. We were told that the double ditches could prevent this but the roadway should be no closer. the double ditches ^{must remain}

If we remain, what assurances do we have that the safety of our children come first? Also, we need the front parking + that side is the entrance to the facility. I would be interested to know why the bus will be removed yet the businesses on the southside of Fairview appear to be staying but with part of the property gone.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Erin Sindors
Address 6927 Government Blvd Indpls 46217 (Optional)
Phone (317) 691-1644 (Optional) Email erin.sindors@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4.6.2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

My concern is the privacy + safety behind my house in the Governors Point subdivision. My house backs directly up to the strip mall on Southport Rd. As a parent of 3 small children + pets, I really think the overpass option at Southport Road is the safest option. It provides less new road traffic to the houses along that edge of the neighborhood therefore providing more safety for the many young families living there.

I also have a huge concern for the access in and out of our neighborhood. As it is already very difficult to get in and out of the neighborhood, I am very concerned with amount of traffic an interstate interchange would produce. The way the map shows indicates that road would go from 4 lanes to 2 lanes right at the entrance causing a major bottleneck. We already have issues with this with how the road is now. ~~Would~~ Would there be an option for an additional entrance to the neighborhood so that we could utilize the ~~Southport~~ Southport Belmont?



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Charles Schaefer
Address 6518 Lana Ct. East, New Pal 46103 (Optional)
Phone (317) 625-4635 (Optional) Email chuck@schaeferbuildout.com (Optional)
Organization/Agency (if relevant) Chemistry in Laboratories, LLC (Optional)
Date 4/17/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Own 2222 West Southport Rd
(South Port Shoppes)
(Anytime Fitness & Teddy's Burgers)

We are in favor of option C&B at
the Southport Rd Interchange,
due to construction constraints on
our premises.

Thank you



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Tim Watkins
Address 3090 GREENVIEW DR (Optional)
Phone () (Optional) Email TW@STEELSERVICES.BIZ (Optional)
Organization/Agency (if relevant) CHANGES IN LATITUDES (Optional)
Date 8-4-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

WE OWN 2222 W SOUTHPORT RD (SOUTHPORT SHOPPING)
(TEDDY'S & ANYTIME FITNESS.

WE ARE IN FAVOR OF ~~OPTION C4B~~
OPTION C4B AS WE WOULD NOT WANT
THE IMPACT OF CONSTRUCTION TO AFFECT OUR
TENANTS. WE WOULD RATHER RELOCATE THEM.

THANK YOU



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Jerry Dufek
Address 7022 Blankenship Ave (Optional)
Phone () 439-0399 (Optional) Email wsa39@hotmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/6/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I prefer Southport Road over I-69 interchange. I live at 7022 Blankenship and this would be to less impact on me and would give me more space away from the new roads and construction.
AKB



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Michael A. Allen
Address 8206 S. Belmont (Optional)
Phone (812) 989-5740 (Optional) Email Carlthelouisville@aol.com (Optional)
Organization/Agency (if relevant) now file (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

it is been belief that a sand
wall will be build west on my land
in front of a woods. And the Apts worth get sand
~~but because~~ but because belmont does
not have a many people we get none. ???



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name David Alfrey
Address 8600 Copperleaf Trail (lot 1) Auburn Ridge subdivision (Optional)
Phone (317) 801-5393 (Optional) Email davealfrey@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I own lot 1 in Auburn Ridge subdivision off waverly rd and 37.

The plans I have seen show a purple line that cuts through my lot in Auburn Ridge (Lot 1)

I am concerned because that easement would take enough land to make my lot (one acre) unbuildable and undesirable.

If that easement stopped before the Power lines at the rear of my lot, it would not be an issue.

Please let me know where that easement will stop

(second address 50 Airport Parkway, Suite N Greenwood, IN 46143)



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Raeann & Vann Sanders
 Address 3435 SR 37N, Martinsville (Optional)
 Phone (317) 460-9741 (Optional) Email _____ (Optional)
 Organization/Agency (if relevant) _____ (Optional)
 Date 10-Apr-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

The new map shows our home approximately 10 meters away ~~to~~ from the ^{highway} easement with an overpass near by. ~~The~~ We are concerned that this would add significantly more noise and nuisance, lowering the value and habitability of our home. We prefer the entire property be ~~acquired~~ acquired ~~to~~ rather than the easement right out our front door.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Julie Peters
Address 1828 McClarny Crt. (Optional)
Phone (317) 885-1088 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-6-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

RE: I 69 Sec. 6 Southport Road
- Alternative C4B is recommended.
1. Overall less expensive option
2. less disruptive - fewer people to ~~for~~ relocate
3. the NW quadrant of intersection is not a thriving retail center.
4. would keep the interstate lower - on the ground less accidents from freezing over bridge,
5. would keep noise down - not elevate it



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Ryan Burt
Address 5971 Wakefield Rd (Optional)
Phone (317) 409-8630 (Optional) Email ryan.burt@indy.gov (Optional)
Organization/Agency (if relevant) IFD (Optional)
Date 4/6/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

No sound barrier is currently on the map for the densely populated neighborhood of Wakefield. The sound in this area has increased substantially since I69 has developed to the south. I would like to formally request that this factor be considered and that a sound barrier be installed in this area.

Thank you,

Ryan Burt



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Jason Liechty
Address _____ (Optional)
Phone (____) _____ (Optional) Email jpliechty@comcast.net (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/6/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Recommend strongly that INDOT maintain a construction timeline with penalties for incomplete sections not done on time according to timeline.

This may provide a 'sense of urgency' to complete sec. 6 on time and without the safety considerations that were obviously not apparent in sec 5 project!!

Thank you -

1 (Public comments made in open house before
2 formal presentation:) PI-031

3 MR. STEVE LESSMANN: My name is Steve
4 Lessmann. I live on Lincoln Road in Morgan County
5 in Martinsville. We're getting an overpass across
6 69 on Perry Road, which we want it. I'm real happy
7 with all the things that have turned out. But
8 Perry Road, then you access the north direction off
9 of Old State Route 37 that goes through Waverly all
10 the way up to State Route 44.

11 That intersection right now with the volume of
12 traffic is extremely dangerous to try to cross.
13 And now you're going to have all of the traffic
14 from Waverly and everywhere else from the south
15 going north, and it's going to come out on State
16 Route 144. The project ends right before that
17 intersection. So are they going to put a light in
18 there or a roundabout? Or are they even looking at
19 it? The increase in the volume of traffic there is
20 going to be a lot.

21 There are two quarries also that are on Old
22 State Route 37 that are going to be accessing 144
23 right there. So all the volume of the dump trucks
24 are going to come out there too. PI-032

25 MR. JASON LIECHTY: My name is Jason Liechty.

1 My email is jpliechty@comcast.net. At the
2 interchange of Smith Valley Road, traffic lights as
3 you go across. Smith Valley goes over I-69. Do
4 they anticipate having traffic lights at around
5 that interchange? The reason I say that is I live
6 down in that area.

7 (Public comments made in auditorium after
8 formal presentation:)

9 MR. RICKIE CLARK: Our first speaker on our
10 schedule this evening will be Larry Wallman.
11 Mr. Wallman, there is a microphone, which I believe
12 is on, towards the middle of the auditorium. By
13 all means, feel free to address members of our
14 panel or address the audience. Or you can address
15 me if you'd like to. The floor is now yours, sir.

16 PI-033 MR. LARRY WALLMAN: I'm Larry Wallman. I'm a
17 long-time south side resident. I've got several
18 comments. I'll see if I can get them in in two
19 minutes. First off, when you build an interstate,
20 the federal government pays 80 percent. Okay? The
21 first section of this from Evansville up to where
22 we are today, the state paid over \$770 million.
23 Are we missing a billion dollars of federal
24 contributions? Did we not go after it? Or was it
25 similar to other projects?

1 The other ones you've got here, on the
2 Southport Road interchange, as you're coming south,
3 you don't come off to a ramp and stop. You put a
4 loop on that southwest quadrant to keep the traffic
5 moving. The same thing at County Line. A
6 roundabout won't work. You put a loop. And the
7 same thing at Smith Valley Road. The other one is
8 you need more interchanges in this area. They're
9 great major intersections with only three
10 interchanges planned. I can use fifth grade math
11 and show you that's not going to work.

12 You need a half interchange, what I would call
13 it, if that's a proper term, like at Mann Road with
14 some modifications. You need one at Wicker Road.
15 You need one at Fairview. You need one at Olive
16 Bridge. You need one at Stones Crossing because
17 the way it works now, you're going to have too much
18 traffic on those two-lane roads and even still too
19 much in Indianapolis, Greenwood, Johnson County.
20 Why put Southport, County Line, and Smith Valley to
21 four lanes? It's just not going to handle that
22 traffic.

23 The other one I've got is you're only running
24 about 50 years behind schedule according to the
25 Indiana Department of Transportation. You started

1 on this in 1967. You're still working on it now.
2 You people have some problems with what you're
3 doing. You're 50 years behind on this. We know
4 what you're doing to the Martinsville to
5 Bloomington. You're two years behind. This one
6 you're not going to start until 2020. So I guess
7 my time is up. Or if there's any others, I'll be
8 happy to finish on the comments since we don't have
9 any politicians or elected officials here.

10 MR. RICKIE CLARK: Very well. Thank you,
11 Mr. Wallman, for those comments. Our next speaker
12 to sign in requesting an opportunity to present
13 comments for the official public record will be
14 David Griffith. Mr. Griffith, the floor is now
15 yours, sir.

16 PI-034 MR. DAVID GRIFFITH: Hello. Growing up in
17 Evansville, I never really grasped how it was so
18 hard to get up here over the years. I've come to
19 understand that there was a missing link in the
20 transportation system, but times have changed.
21 We've made some progress. Section 6 would complete
22 this missing piece in our road system.

23 Wasn't it two weeks ago that the Butler
24 Bulldogs traveled to Memphis, Tennessee, for the
25 NCAA tournament? I-69 would streamline the journey

1 from Indianapolis to Memphis in the future for
2 future tournaments. It was a seven-hour bus ride
3 for fans. It would be much more efficient with
4 I-69. So the big picture is this would connect to
5 Memphis and also Houston, Texas. Traveling down
6 there on vacation two years ago, they had the I-69
7 shields up on U.S. 59, which they're using to build
8 the interstate. It was exciting to see.

9 Not so exciting when I look at the
10 Indianapolis Star weather map. It shows all the
11 interstates on the regional forecast map. We have
12 I-69 open between Evansville and Bloomington, but
13 it doesn't show up on the weather map. Could
14 Fox 59 and the Indy Star get together and update
15 the weather map to show central Indiana that
16 progress is being made with I-69?

17 The 11 minutes saved with Section 6 will be a
18 benefit. This could make a two-and-a-half-hour
19 drive to Evansville possible for many with safer
20 travel. It's long overdue. Let's build it and
21 finish it for all of Indiana. Thank you.

22 MR. RICKIE CLARK: Very well. Thank you,
23 Mr. Griffith, for those comments. Having heard our
24 two previous speakers, perhaps there are others in
25 the audience who would like an opportunity to have

1 his or her comment entered into the official public
2 record this evening.

3 Because you've not signed in, we would ask you
4 respectfully to please state your first and last
5 name before presenting your comment. And, sir, the
6 floor is now yours.

7 PI-035 MR. MIKE BROWN: I'll be brief. There's one
8 thing I'm not happy about, and I've been watching
9 it since this all started in 1999. My name is Mike
10 Brown. I've lived in Marion County for 37 years
11 now. And what you're not showing on these charts
12 out here on all the segments is one thing. That's
13 the cost it's going to cost us for each one of
14 these intersections, overpasses, things we have to
15 do along 37 and what the human factor is going to
16 be.

17 You have 850 parcels of land compared to the
18 route that I proposed that was dropped almost a
19 year ago, which will cost less than \$500 million
20 that may have an impact on time of about a minute
21 and a half overall. And if you're smart -- not
22 everybody has the capability of looking up these
23 numbers I've talked about -- you'll have these
24 numbers written in on these panels for Monday so
25 everybody can see what the cost factor is going to

1 be.

2 It's probably close to a billion dollars
3 proposed. It will probably be close to \$3 billion
4 before it's all said and done. My idea of the
5 13 miles cross country new terrain hooking up
6 between Monrovia and Little Point on 70 southbound
7 just past Paragon and just south of the 39 bypass
8 on 37, it institutes four bridges, an overpass,
9 and -- it's four intersections, a bridge over White
10 River, and one overpass.

11 That's the biggest impact you'll have on the
12 whole thing. Put those numbers on the panels for
13 next Monday. Let everybody see what the proposed
14 costs are going to be, and a lot of people will
15 change their minds. Thank you.

16 MR. RICKIE CLARK: Thank you, sir, for those
17 comments.

18 PI-036 MR. JOHN DAVIS: John Davis. I've lived on
19 the south side for 35 years. I understand the die
20 is cast. They're going to put 69 in regardless of
21 how many meetings they have. My request is a
22 little reality check. South side traffic is an
23 abomination with 37 up and running. 135, 31, Bluff
24 Road, and that's pretty much all we've got. And
25 Morgantown Road. Two-lane streets to move all the

1 traffic that is now being absorbed by 37.

2 I'm not an engineer. But to my way of
3 thinking, it would make a lot of sense if we fixed
4 what we already know is broken. When you get off
5 on Southport Road, you're lucky if you pick up a
6 mile and a half of four-lane road; and then it
7 bottlenecks down to two lanes. That won't be
8 changed. It's pretty much a running joke the way
9 the traffic travels north and south on the south
10 side of Indianapolis.

11 And even when 69 is finished, it's not going
12 to improve the traffic flow. Now, personally, I
13 may hurt some feelings when I say this, but I've
14 never had any desire to go to Evansville whether I
15 could get there 15 minutes faster or 11 minutes
16 faster.

17 I understand the big picture. I understand
18 the way things are. But by the same token, we need
19 to improve traffic on the south side if you really
20 want to make this thing work. Otherwise you're
21 putting a Band-Aid on a bullet wound; and it's not
22 going to change. Thank you.

23 MR. RICKIE CLARK: Very well said. Thank you,
24 sir. Sir, if you'd be so kind as to please state
25 your first and last name before presenting

1 comments, the floor is now yours.

2 PI-037 AUDIENCE MEMBER: My name is Ted (inaudible).
3 I live in Decatur Township about 5 miles west of
4 where 37 and 69 are. I frequently use Southport
5 Road to get to all kinds of places. And I see this
6 mainly as an improvement to both that intersection
7 even just for the local traffic, never mind 37 to
8 69 itself. Also I see that the improvements up
9 near Harding street are going to be an improvement
10 there also.

11 I do have two additional comments, one on each
12 area. First of all, Southport Road, I know that
13 the City of Indianapolis is considering a major
14 arterial road that would be connecting Ameriplex
15 near Ronald Reagan and Kentucky Avenue or 67 using
16 Camby Road and then constructing a new Southport
17 Road because those roads actually line up. So I'm
18 just hopeful that you've all considered that
19 possible future expansion in the design of whatever
20 happens at Southport Road and 69.

21 The second thing I noticed -- and this is
22 something that doesn't even affect me at all -- I
23 just happened to notice at what I'm going to call
24 the Harding Street interchange where Epler goes to
25 the west, there's only going to be one way to get

1 into that neighborhood.

2 There's an area towards, I'm going to call it,
3 the southwest intersection of 69 and 465 that will
4 be just isolated with that one entrance on that
5 part. And I'm just concerned for those people,
6 whether the fire department and ambulance can get
7 in. Certainly for access to hospitals, it might be
8 better. But just to get in, it might be hard.
9 Thanks.

10 MR. RICKIE CLARK: Very well. Thank you, sir,
11 for those comments. I appreciate that very much.
12 If you'd be so kind as to state your first and last
13 name before presenting your comments, the floor is
14 now yours.

15 PI-038 MR. CARL HEUER: My name is Carl Heuer, and I
16 reside in Bloomington. I've attended most of the
17 INDOT meetings for the last couple of years, and
18 I've been interested with Section 6 of I-69. I've
19 been driving on State Road 37 almost every day, and
20 I see the drastic changes the day since Section 5
21 took its role.

22 My biggest concerns are safety on the roads
23 that are connected on 37 at its current view as of
24 this meeting. I am rather disappointed with the
25 progress of Section 5, and I'm concerned it will

1 occur on Section 6 as well with the contractor
2 taking over the project. I would rather want the
3 state and federal government to fund control and
4 construct this section of I-69. It is rather
5 time-consuming for all drivers including myself and
6 for the taxpayers that fund the project.

7 If it is going to make a major impact, then
8 we'll need to take time to get that project
9 completed from Evansville to Indianapolis without
10 any issues, which I feel that it's rather obtuse.
11 The state needs to overtake Section 6, not a
12 contractor from Spain. Thank you.

13 MR. RICKIE CLARK: Very well. Thank you, sir,
14 for those comments. Sir, if you'd be so kind as to
15 state your first and last name, the floor is now
16 yours.

17 PI-039 MR. THOMAS AYLOR: Thomas Aylor, the City of
18 Fishers in Hamilton County, Indiana. Having driven
19 Indiana State Route 37 previously on several
20 occasions, I want to thank INDOT for selecting
21 Indiana State Route 37 as the preferred choice for
22 Interstate 69 between the city of Martinsville and
23 the city of Indianapolis.

24 Another comment is when INDOT is designing
25 Interstate 69, Section 6, I think they should take

1 into consideration the number of travel lanes to
2 handle the traffic on a daily basis. I would say
3 at a minimum, Interstate 69 southbound should be
4 three travel lanes; and Interstate 69 northbound
5 should be three travel lanes. That's at a minimum
6 between the city of Martinsville and Interstate 465
7 on the south side of the city of Indianapolis.

8 I would say between County Line Road and
9 Interstate 465, the number of travel lanes should
10 increase to at least maybe four travel lanes for
11 Interstate 69 southbound and four travel lanes for
12 Interstate 69 northbound. This would set up
13 Interstate 69 for future extension north of
14 Interstate 465 on the south side of Indianapolis
15 all the way to the downtown area in the city of
16 Indianapolis. Thank you very much.

17 MR. RICKIE CLARK: Very well. Thank you for
18 participating as a speaker. I appreciate that very
19 much. I see additional folks standing up. If
20 you'd be so kind, ma'am, as to make your way
21 forward to the front of the auditorium. If you'd
22 be so kind also to state your first and last name,
23 the floor is now yours.

24 PI-040 AUDIENCE MEMBER: My name is Bonnie
25 (inaudible). I just want to say I know we've come

1 a long ways. It's here. It's going to be here.
2 I-69 is coming. I have a feeling it's probably
3 been determined to be on 37 for a really long time.
4 I've gone to a lot of meetings. But as a resident
5 and a taxpayer, I have to say that I feel I just
6 lost my north-south road to Indianapolis because I
7 traveled that for years to go to work and that it's
8 going to turn into an interstate. Maybe I'll be
9 able to travel it north-south; maybe I won't.

10 But more than likely, if I do, I'll be paying
11 tolls to travel it. Therefore, I've paid for it
12 many, many times. I've paid for it with Indiana
13 state tax money to turn it into State Road 37. My
14 state gave it to the federal government. I'm going
15 to pay federal taxes to turn it into an interstate
16 and probably to travel it. I'm going to have to
17 use an E-ZPass and pay tolls. And if not, I'll be
18 surprised and probably thankful if not.

19 But I just wanted to say not everyone in this
20 room is terrifically happy. But we all feel like
21 it is what it is, and we hope that the people who
22 are impacted by it will be as mitigated as the
23 wildlife and the streams and forests because they
24 will be impacted. And there will be more noise.
25 There will be more dust. Probably a lot of traffic

1 is going to get dumped on the county roads. I know
2 the bridge over Louisville now, trucks are trying
3 to find a way around it.

4 There's more traffic going places that maybe
5 weren't even anticipated. So there will be a lot
6 of outcome from this, and hopefully we can all work
7 together and make it as good as possible for the
8 people who are going to be impacted. So thank you
9 for your time.

10 MR. RICKIE CLARK: Very well said. Thank you,
11 ma'am, for those comments. I see this gentleman
12 making his way forward. Sir, if you'd be so kind
13 as to state your first and last name, the floor is
14 now yours.

15 PI-041 MR. CALVIN TURNER: My name is Calvin Turner,
16 and I live on 69 on the other end towards Fishers.
17 I see how 69 North, how that area has drawn in
18 growth and drawn in change there. There is
19 congestion, but I see the positive side of it too.
20 I used to drive to Bloomington quite a bit, and
21 this has also helped my son who's an engineer in
22 Evansville.

23 His job moves him between Indianapolis and
24 Evansville. This has helped him greatly coming
25 from Indianapolis mainly to Bloomington. He goes

1 mainly to Bloomington and then, of course, takes
2 37. So I'm for this project. I've been following
3 this project for quite a while. I'm just hoping
4 now that everything is starting to come together
5 that we can get this project done. I do know it's
6 going to inconvenience a lot of local people that's
7 local to that area.

8 So I'm hoping, like the gentleman spoke
9 earlier, about once you get in the city, will you
10 have enough ramps for the people to keep the
11 traffic moving? Because one thing, this 69 project
12 is going to be helpful. But it's not going to help
13 if you don't have adequate access on and off the
14 ramps. That's the only problem that I see that's
15 going to be a potential problem, as it was up north
16 on the other end. But hopefully we've got
17 roundabouts and different things that they're doing
18 to try to help with that.

19 So hopefully down here on the south side, you
20 will be able to make the necessary adjustments. I
21 just hope we can get this going because I'm looking
22 forward to hopefully different jobs this may bring
23 and growth that it's going to attract. It's like
24 IKEA up there where we're at. The IKEA project is
25 coming up there. So hopefully with all the jobs

1 that are being lost -- you know, major jobs are
2 being lost.

3 So hopefully this 69 South project draws some
4 more business to this area because I think
5 Indianapolis needs to think bigger and broader.
6 We're not like a little tiny city. We're a big
7 city, but sometimes people try to put us as a small
8 city. So I think this will put us more out there,
9 and we'll have our connection to the other bigger
10 cities like Memphis and Houston on down the road.
11 Thank you.

12 MR. RICKIE CLARK: Very well. Thank you, sir,
13 for those comments. Do we have additional speakers
14 who have not yet participated as speakers this
15 evening? This gentleman I see making his way
16 forward. If you'd be so kind, sir, as to state
17 your first and last name, the floor is now yours.

18 PI-042 AUDIENCE MEMBER: Yes. My name is Dale
19 (inaudible), and I've owned some property along
20 State Road 37. My property will be affected. I
21 bought the property about 31 years ago. I'm kind
22 of for this 69 going through. But right there at
23 Olive Branch Road, I think we need an overpass
24 there because people are going to be going north
25 and south.

1 They're going to have to get off at Smith
2 Valley Road, and they're going to congest the
3 neighborhoods trying to get to all those housing
4 additions. Or they're going to have to go up to
5 144 and come back, and they're going to congest the
6 neighborhoods there. I think the frontage road is
7 good there, Old State Road 37 that you picked. But
8 it's not going to do any good if they get off and
9 they have to come down to the frontage road, and
10 then they can't make a left to go over Olive Branch
11 Road.

12 There's probably thousands of acres there
13 that's going to be developed there. I think it's
14 really going to congest our neighborhoods and
15 congest on crossing. That's where the school is
16 and everything. I think they need to really look
17 at that area since there's thousands and thousands
18 of acres of development coming, and I think they
19 need to get an overpass there. Thank you.

20 MR. RICKIE CLARK: Very well. Thank you, sir,
21 for those comments. If you'd be so kind as to
22 state your first and last name, the floor is now
23 yours, ma'am.

24 PI-043 AUDIENCE MEMBER: My name is Julie
25 (inaudible), and I've lived here for my whole life

1 as well. I think that the gentleman that just
2 spoke -- I wouldn't have spoken normally, but I
3 totally agree with him. Having an overpass at
4 Stones Crossing, and then you're ignoring Fairview.
5 I just think you're stopping too many streets, and
6 there's a lot of development coming. I think we
7 need to look a little more ahead, and Olive Branch
8 Road should continue on to the other side. That's
9 all.

10 PI-044 MS. SALLY ROHRMAN: My name is Sally Rohrman.
11 I live in the Southern Dunes subdivision that is
12 just south of Southport Road and west of 37 now.
13 I'm really concerned, like one of the gentlemen
14 was, about the lack of not enough lanes traveling
15 north and south. I can see it becoming a huge
16 traffic nightmare like it was up in Fishers for
17 many years. It was horrible. You would sit on the
18 interstate 45 minutes to an hour most of the time.
19 A lot of times during rush hour traffic. I hate to
20 see that happen on the south side.

21 My other area of concern is how the Southport
22 Road intersection is going to be laid out. I am
23 not in favor of wiping out the businesses on the
24 west side of 37 because we were anxious to get some
25 foods and services. There's two huge housing

1 additions over there, and we have to travel further
2 east in Perry Township to get any kinds of goods
3 and services, shopping, restaurants, banks, drug
4 stores.

5 So I was hoping for more development and a few
6 more businesses closer by as I enter retirement age
7 and don't want to have to travel too far for goods
8 and services. So I'm very much against wiping out
9 the few that we do have. Thank you.

10 MR. RICKIE CLARK: Very well. Thank you,
11 ma'am, for those comments. Ma'am, if you'd be so
12 kind as to state your first and last name, the
13 floor is now yours.

14 PI-045 MS. ROSEMARY PRICE: My name is Rosemary
15 Price, and I also live in the area of the lady who
16 just spoke. I am concerned also with that
17 Southport Road/37 interchange. I vote for the
18 alternate C4B where you leave the apartment complex
19 to the east side of 69 alone and take those
20 businesses alone. I desperately don't want to lose
21 Steak 'n Shake.

22 However, there is land south of Southport Road
23 that was supposed to be developed. That was set
24 aside for business and different types of
25 development at the time Southern Dunes was

1 developed, and just recently the Southern Dunes
2 apartments were put in. I have a map at my house
3 that shows there were supposed to be car washes,
4 bank, several different things in that area.

5 So those businesses could easily relocate to
6 that south side, that southwest quadrant right
7 there. And then you wouldn't have to -- I don't
8 know anyone. I have no interest into the
9 apartments, but I think it would be much easier to
10 relocate those businesses than to make all those
11 people move out of those apartments.

12 Also, I've already seen an increase,
13 especially in the truck traffic, coming up 37
14 because they're using 69 up to Bloomington and
15 coming on up. And at Wicker Road and some of those
16 places, it's very dangerous if you're at the
17 intersections where they're coming north. Those
18 trucks come flying through those stoplights
19 sometimes. So I think this will actually make it
20 safer if we can hurry up and get this built.

21 MR. RICKIE CLARK: Very well. Thank you,
22 ma'am, for those comments. Sir, if you'd be so
23 kind as to state your first and last name, the
24 floor is now yours.

25 P1-046 MR. JEFF FINLEY: Hi, my name is Jeff Finley.

1 I saw on the project maps that there's a pretty
2 significant repair or upgrade to Interstate 465
3 between Mann Road and US-31 that's listed as part
4 of this Project 6 project. I guess I'm curious as
5 to whether or not the 465 changes are dependent
6 upon Interstate 69 or a convenience because a new
7 interchange is going to be required for
8 Interstate 69.

9 Specifically I guess I'm wondering if those
10 could be two separate projects because you could
11 make improvements to 465 today, and that would be
12 welcome. At any rate, I was wondering if these two
13 are dependent upon each other. And secondly just
14 as a personal comment, I'm not in favor of toll
15 roads in any shape or form for this or any others.

16 I've had my share of driving toll roads in
17 busy cities, and I think that it's incumbent upon
18 the state and the federal government to figure out
19 how to pay for these roads and make them convenient
20 to us as taxpayers as well as consumers. And I
21 don't put toll roads on my list of options to be
22 able to do that. Thank you.

23 (Public comments made in open house after
24 formal presentation:)

PI-033 Cont.

25 MR. LARRY WALLMAN: My name is Larry Wallman.

1 This is a continuation of what I was bringing up in
2 the auditorium. I'll try not to repeat myself.
3 The way they have this plan now will not work. If
4 they do not add more interchanges, this area will
5 be worse than Castleton. They do need an
6 interchange at Southport Road at the southwest
7 corner. They need to loop it around so the
8 eastbound traffic keeps moving.

9 The same thing at County Line Road. They need
10 to loop it around. The way they've got the
11 roundabouts, it will not handle that amount of
12 traffic. The same thing at Smith Valley Road on
13 the southwest quadrant. They need to loop it
14 around so the eastbound traffic can keep moving and
15 not stop again. They also need to add, to touch on
16 it a little bit, what I'll call half interchanges
17 like at Mann Road. They need to put one at Wicker
18 Road. They need to put one at Fairview, one at
19 Olive Branch, and one at Stones Crossing.

20 If they don't do that, they're going to have
21 so much traffic dumped on Southport, County Line,
22 and Smith Valley. It will never be able to handle
23 it even if they increase them to four lanes. The
24 other one they didn't bring up, I think we have a
25 billion dollars missing from the first section from

1 Evansville north that we never pursued the
2 80 percent federal. Are they going to pursue the
3 80 percent federal contribution on this section?
4 Even by the state highway's own admission, this is
5 50 years behind schedule.

6 In 1967, they announced they had all the land
7 purchased for I-69 in Castleton to hook it to 465.
8 At the same time, they announced within three years
9 they would have all the land purchased for I-69
10 from Indianapolis to Evansville. And they're just
11 now getting around to it and will not start until
12 2020. So that puts them 50 years behind. The
13 section from Martinsville to Bloomington is two
14 years behind.

15 If you look at the Highway 641 bypass in Terre
16 Haute, the 6-mile new terrain highway, it took them
17 12 years to construct that. There's serious
18 problems with the highway department here. And
19 like I say, if they do not do this right, this will
20 be worse than Castleton. If they add the extra
21 interchanges, they will not have any problems and
22 have to worry about this for 30 to 35 years.

23 (The public hearing concluded at 8:30 p.m.)
24
25

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 07, 2017 3:45 PM
To: 'astring92@aol.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned one more public hearing to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Friday, April 07, 2017 1:47 PM
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Formstack Submission for form i69_2463

Submitted at 04/07/17 1:46 PM

Name: Anna Stringer

Street Address: 509 W. Epler Ave.
Indianapolis, IN 46217

E-mail: astring92@aol.com

Comments: I would like to comment on Section 6, the last two miles before merging with I465.

I live on Epler Ave, 1.3 miles east of SR37 between Bluff Rd and Meridian. This residential straight stretch of road has open ditches on either side for drainage between 2-4ft deep. Every year, we have these spectacular accidents where drivers over correct after drifting 12" off the road. It is very dangerous to walk along the side of road. The city says that they will never put in underground storm sewers. Drivers cut through here at night at high rates of speed to get to SR37 now. And the ditches overflow onto Epler over 3" of rain.

The corner of Epler and Bluff is bumper to bumper every morning and night by commuters going in and out of Indy.

I prefer C1. Where commuters who are now using Harding St, will continue to do so and where Epler has bridges but no Direct I69 access. This would help our current situation.

The fourth option that ties Epler to the interchanges will make our problem worse.

I have pictures and locations of flooding, ditches and accidents if you want to see them.

Anna

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 07, 2017 3:46 PM
To: 'excalibur1701n@yahoo.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned one more public hearing to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Friday, April 07, 2017 2:37 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/07/17 2:37 PM

Name: Michael Pickard

Street Address: 312 Wales Ct
Greenwood, IN 46142

E-mail: excalibur1701n@yahoo.com

Comments: Disappointed with the path you chose for the final leg of I-69 extension. I do hope you put up sound barriers on the highway like they have on I-65 off of the I465 interchange. Our community did not want the extra noise, congestion and crime that comes with this highway.

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 10, 2017 9:58 AM
To: 'roseprice31@hotmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned one more public hearing to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Friday, April 07, 2017 5:32 PM
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Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/07/17 5:32 PM

Name: Rosemary Price

Street Address: 2929 Tuscarora Lane
Indianapolis, IN 46217

E-mail: roseprice31@hotmail.com

Comments: I would like to suggest that the Project Team choose the C4B route for the Southport Rd/SR 47 interchange. In my opinion, it would possibly be less expensive to remove the businesses in the northwest quadrant than it would be to tear down all of the apartment buildings on the southeast quadrant. There is ample open area in the southwest quadrant for the businesses to relocate to after I-69 is completed. I believe it would be a great disservice to force 200-300 people to move from the apartments.

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COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name MARK NOLEN
Address 7457 DONEGAL LANE, INDIANAPOLIS, IN 46217 (Optional)
Phone (317) 859-4142 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/10/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Completion of I-69 should be given top priority which means that other new high way projects should be deferred until I-69 is completed. I now live in Indianapolis, but I was born in Evansville in 1939. As a young boy I remember my parents talking about a proposed dual lane highway between Evansville and Indy; that was over seventy years ago and that proposal is still not complete.

If you look at a present day map of Indiana, all the major and medium size cities are connected to Indy by limited or unlimited dual lane highways by direct route. The only exception is Evansville. I have read that Evansville is one of the largest cities in the United State not connected to its State Capital by "direct access" dual lane highway.

Nearly 350,000 people living in the Evansville area have paid taxes to build highways all over the state in the last 70 years. To be fair it is now Evansville's turn to share in the economic development this new highway will surely bring. Besides current direct routes are narrow, curvy, hilly, and unsafe to drive.

Respectfully submitted,



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name DON & ROBERTA BLOUGH
Address 7830 WAVERLY RD (Optional)
Phone (317) 374-4946 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indvevn.org)

my well will be affected by this project
well is located in front yard in the
right of way.
also concerned about drainage along
side of property. this drainage comes
from current highway. Problem may
get worse with overpass on Waverly
Rd.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name T. Liberge
Address _____ (Optional)
Phone (____) _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Access Ramp to I69N from 39. Has a tightening radius when approaching (currently 34). It seems that a constant radius would be safer.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Pamela K Walker

Address 44 Sunset Manor Dr (Optional)

Phone (265) 346-3037 (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

If They put in a sound Barrier wall
This will depreciate the value of my
trailer.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Todd Stafford
Address 2784 Morgan Tr. N Du. (Optional)
Phone (765) 342-8999 (Optional) Email karen-stafford (Optional)
Organization/Agency (if relevant) @yahoo.com (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I was concerned about the wall "Blue line"
on property south of Goodwill (4) east
of Orange St. 3.25 ac. zoned B3.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name John Lacy
Address 1790 Sunrise St Martinsville, IN (Optional)
Phone () (Optional) Email jlacj08@hotmail.com (Optional)
Organization/Agency (if relevant) (Optional)
Date 4-10-2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Please keep The noise barrier south of The State Road 252 interchange. Noise barriers should be on both sides going up The hill. Currently, noise from SR 39 can be unbearable if The wind is from The south

Thank you
J. Lacy



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Lena Herrington
Address 1610 Gardner Ave - Martinsville, IN 46151 (Optional)
Phone (765) 349-8432 (Optional) Email lenaherrington@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I live in a Habitat Home and I am concerned that the residential area I live in will be bought out by commercial property owner I cannot sell unless I pay my home off & the state is not that they want it, but a commercial investor is. You cannot sell a habitat home until it is paid off 15 yrs.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Barry Stafford
Address 3192 Teeters Rd, Martinsville, IN 46151 (Optional)
Phone (317) 626-8810 (Optional) Email Stafford6070@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I'm concerned about the proposed sound barrier wall
Blue line on the property parcel just adjacent to the
Goodwill Building on the south side and just east of
Pine Drive. It's shown on the map as 3.25 Acres. This
Property is zoned B-3 and has been for several years.
A sound wall across commercial property would be very
Detrimental.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Rose EDWARDS
Address 560 GARDNER AVE, MTS. IN. (Optional)
Phone (765) 346-6356 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/10/2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

QUICK SALE because of Health



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name RALPH M. FOLEY
Address 400 BYRAM BLVD (Optional)
Phone (765) 342-3031 (Optional) Email ralphmfoley@sbccglobal.net (Optional)
Organization/Agency (if relevant) FIRST UNITED METHODIST CHURCH (Optional)
Date 4/10/17 (Myra Lane)

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I am greatly concerned about Myra Lane going UNDER I69 @ the crest of the Hill (locally known as Ennis Hill) and access to the Church both N & S.

It seems to me the best alternative was previously ~~chosen~~ ^{suggested} as crossing over (say @ Teeters) and access on E side of I69. This was offered as an alternative earlier.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name David Griffith
Address 5211 Plum Dr Apt L Indpls IN (Optional)
Phone (812) 549-1179 (Optional) Email 46221 (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/10/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

The interchanges planned for Section 6 are reasonable. The time saved such as 11 minutes between Indianapolis and Martinsville is a good benefit. Let's move forward for a safer and improved corridor. At the Southport Road interchange, Alternative C4B is preferred to reduce impacts to Aspen Lake Apartments. The strip mall at Southport Corner can be sacrificed instead.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name KIM WAITS
Address 475 N. HIGHLAND (Optional)
Phone (765) 342-6866 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I think it stinks you want to get rid of my church for a Hwy.
Please ~~not~~ think your accusation of Baptist Tabernacle on Burton Lane. The Lord led me to that church and I believe you could go up the road a piece I'd re-locate Rural King ~~and~~ Mr. JOHN SILVERS



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Paul & Vanessa French
 Address 415 Edna MARTINSVILLE IN 46151 (Optional)
 Phone (765) 349-1730 (Optional) Email pvd@att.net (Optional)
 Organization/Agency (if relevant) _____ (Optional)
 Date 4-10/2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

This new map doesn't take our property but we will be about 60'-45' feet from exit ramp. Our concern is for the lower property value and not being able to sell if needed. NO one will want to live that close to the ramp as nor do we. Trucks will be exiting for 252 and we are concerned about the the safety + noise as there is no barrier wall planned on this side of the project. the earlier maps showed our property being taken and now it has shifted the other way. I'm sure if any of you folks had this issue you would feel the same way. Please reconsider our property for relocation.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name RANDALL M. WOOD
Address 810 CRAMERTOWN LOOP (Optional)
Phone (765) 342-9187 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/10/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

My COMMENTS ARE IN REFERENCE TO THE OVERPASS AT GRAND VALLEY TO SOUTH STREET AND GRAND VALLEY TO CRAMERTOWN LOOP - I HAVE BEEN PRESENT AT MOST OF THE MEETING AND HOPED TO SEE THE PROPOSED UPGRADE TO SOUTH STREET & CRAMERTOWN LOOP WHEN CONNECTED TO GRAND VALLEY. YOUR REPRESENTATIVE TOLD ME THAT THE UPGRADE OF THESE TWO LOCATIONS WAS NOT THEIR PROBLEM - HE SAID THE CITY REQUESTED THE EXTENSIONS OF THESE TWO CONNECTIONS TO GRAND VALLEY SO IT IS THEIR PROBLEM, BUT THEY DO NOT SEEM TO HAVE A PLAN NOR ARE THEY IN A HURRY TO GET ONE. SOUTH STREET CANNOT HANDLE THE TRAFFIC FROM AN OVERPASS CRAMERTOWN LOOP CANNOT HANDLE THE TRAFFIC WITHOUT AN UPGRADE TO AT LEAST 4 LANES TO THE 252 EXCHANGE & THE EXTENSIONS SHOULD NEVER BE ALLOWED TO OPEN WITHOUT IMPROVEMENT TO THE CONNECTIONS, OR CRAMERTOWN LOOP SOMEONE WOULD GET INJURED BECAUSE OF THE SIZE OF THE LANES & THE TERMINAL ALONG THE WAY IF IT WAS NOT IMPROVED SUBSTANTIALLY -



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Ben Fisher
Address 375 Bryan Blvd (Optional)
Phone (317) 760-0648 (Optional) Email bcfisher2@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 10 Apr 2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

For all of the access roads being created, bike lanes would be nice.

Bike lanes on the overpasses would be nice too.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name John Phillips

Address 410 Flank Ave Martinsville (Optional)

Phone (317) 418 8783 (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Lets get it done. Tired of not knowing when they will take our house. we need to make plans to.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Connie Hays Martinsville
 Address 2046 North McFadden Lane (Optional)
 Phone (317) 525-4815 (Optional) Email _____ (Optional)
 Organization/Agency (if relevant) _____ (Optional)
 Date 3 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Has questions on whether residence is Argued.
 Not clear on maps - Purple line appears to
 go over residence but not potential relocation
 symbol appears :



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Garold & Tracey Coy
Address 9360 Huggm Hollow Rd Martinsville (Optional)
Phone (317) 420528 (Optional) Email tjcoy-98@yahoo.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/10/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

- 1) Closing off Huggm Hollow. we live at the top by 144th 37 which now are going to be cal de SAC. we will only have oneway in and oneway out. Huggm Hollow Rd is not mantained as a 2 lane Rd. There is business with big trucks, cannot pass. School Buses will encounter traffic and turn arounds. Re Solution: Put a access road from Huggm Hollow over to OLD SF Rd 37. I have Emiled this several times or over pass at Banta so Buses can go over to pickup kids
- 2 School Bus traffic will encounter large trucks on Huggm Hollow
- 3 ~~High School Buses will travel~~



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Ken Norman
Address 1315 Cross St. Martinsville, IN 46151 (Optional)
Phone () _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

My question is about the water flow into Sarter Ditch. Drainage from Grand View, the Chrysler dealership and Ford dealership are all presently flowing west (under hwy. 37) and into Sarter ditch. This causes the ditch to overflow during heavy rain. Sarter ditch flows south to near Ohio St. where it then flows east (under hwy. 37). I suggest that the drainage from the east side of the highway stay on the east and connect to Sarter ditch after the ditch makes its way east of the roadway.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Imogen Burp

Address 993 Plaza de (Optional)

Phone (____) _____ (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Interested in South Wall

~~at 67 + 37~~

at 37 + 39



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Nickie Reel
Address 4295 E millennium Dr Mart. (Optional)
Phone (265) 318-3307 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

No you are taking
my church for 44 yrs &
our Christian School.
We do not want this
road.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Steve Lind
Address 120 Hillview Dr. (Optional)
Phone () (Optional) Email steve_lind@att.net (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

What plans are there for the increased traffic & congestion along the SR-39 bypass? Is this to be undertaken by the city, INDOT or a combination?



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Robert L. Thomas
Address 8985 Huggin Hollow Rd. (Optional)
Phone (317) 508-5805 (Optional) Email ehomasrtxt@yahoo.com (Optional)
Organization/Agency (if relevant) TAX PAYER
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

Have you considered The EXTRA COST To the school systems, Mooresville District? A Lack of over/under pass on BANTA Rd to Huggin Hollow Rd, incurses ADDITIONAL TRAVEL TIME AND Mileage For The Busses.

In 1986, when I worked for GM AS A SALESMAN contact for school districts, The COST for brakes on a 54 PASS bus WAS \$2500⁰⁰ Per Wheel. I know prices have AT LEAST doubled in This Time difference. Additional miles on each ~~bus~~ bus would require Large increase of funds needed for repair. Usually, each bus needs yearly replacement.

with The size of our bus fleet This would be over \$100,000 ~~yearly~~ yearly which will IMPACT our Quality of education AND/OR INCREASE our TAXES!!

1 (There were no public comments made in open
2 house before formal presentation.)

3 (Public comments made in auditorium after
4 formal presentation:)

5 MR. RICKIE CLARK: Our first speaker on our
6 schedule this evening will be David Griffith.

7 Mr. Griffith, the floor is now yours, sir.

8 PI-073 MR. DAVID GRIFFITH: My name is David
9 Griffith. Looking at the interchanges, ten
10 interchanges are planned. That sounds reasonable.
11 Sixteen overpasses, underpasses, and removal of
12 14 traffic signals between Indianapolis and
13 Martinsville and Bloomington sounds like a great
14 benefit for safer and efficient travel.

15 What I'd probably prefer at Southport Road,
16 C4B, the alternative that would shift the road
17 toward the Southport corner strip mall, that area.
18 It would save the Aspen Lakes Apartments and have
19 the least minimal impact there. Pertaining to the
20 route selection, it sounds like a good plan; and
21 hopefully we can move forward.

22 It's been safe already just driving along
23 southern Indiana on I-69. And it's made a
24 difference and made it easier to get down to
25 Evansville, my hometown. So this road is

1 well-traveled for our students, our athletes,
2 musicians. They travel this road all the way down
3 to the Ohio River to get to Indianapolis for
4 whatever reason. So a safer road would benefit
5 them in the future.

6 I would ask that the Indianapolis Star and
7 Fox 59, if they could just show the existing new
8 I-69 between Evansville and Bloomington. That
9 would let central Indiana know that progress has
10 been made. It shows all the other interstates but
11 the new I-69, 114 miles, that's a safer road.

12 Thank you.

13 MR. RICKIE CLARK: Very well said. Thank you,
14 Mr. Griffith, for those comments. Sir, if you'd be
15 so kind as to state your first and last name, the
16 floor is now yours.

17 PI-074 MR. BILL SKILLMAN: My name is Bill Skillman,
18 Ray Skillman Ford, a local business here in
19 Martinsville. I noticed the access road, the way
20 when you come off of Ohio Street, you're going to
21 take out the Shell station and leave an apartment
22 complex. It looks like it leaves no retail for
23 mostly when you get off an exit looking for gas.
24 Then you turn on the access road coming toward
25 Wal-Mart that's going to go right by our

1 dealership.

2 It just seems to be real hodgepodge. It
3 doesn't seem to be laid out for existing retail to
4 come into that area. I think it's very important
5 that there's enough room for businesses to be along
6 that corridor. If you just make empty lots, it
7 doesn't make any sense to just have empty lots.
8 You need to make it where it's laid out where
9 businesses can go in there and businesses drive up
10 and down through there.

11 If you look at the road that's curving and
12 comes back behind my dealership across the creek,
13 it's curvy. It's not really -- it doesn't look
14 like it's well thought out if you ask me
15 truthfully. But businesses have to survive. A lot
16 of businesses are going to go out of business
17 during this project. We have dealerships on US-31
18 where when that project went along, lots of
19 businesses went out of business.

20 Little small businesses cannot survive without
21 these projects moving at a quick pace. A two- to
22 three-year pace will put a lot of these people out
23 of business unfortunately. You need to make sure
24 that when you build the roads, they're built
25 correctly and built on time where businesses can

1 operate and people can get to your business so you
2 can stay in business. Thank you.

3 MR. RICKIE CLARK: Very well said. Thank you,
4 Mr. Skillman, for those comments. Sir, if you'd be
5 so kind as to state your first and last name, the
6 floor is now yours.

7 PI-075 MR. TOM GRAY: My name is Tom Gray. I'm here
8 as a member of the Prince of Peace Lutheran Church
9 that presently is at the end of Morgan Street. The
10 way the map is drawn and from talking to a
11 gentleman in the cafeteria, that has some
12 flexibility as to where it's going to move. But
13 right now it's over one of our septic fields, and
14 it's going to make it almost impossible for us to
15 maintain a church and our services that we now
16 provide.

17 I ask for purposes of the record that somebody
18 take a real hard look at that. We have a committee
19 form from the church, and we talked to people at
20 one time. We would like to talk to them again
21 before anything is really concrete and so that we
22 can have some more input into where this is going
23 so that if there has to be an alternative, we can
24 approach the powers that be about a possible
25 alternative so that we can survive.

1 MR. RICKIE CLARK: Very well said. Thank you,
2 sir, for those comments. Ma'am, if you'd be so
3 kind as to state your first and last name, the
4 floor is now yours.

5 PI-076 MS. PAMELA WALKER: My name is Pamela Walker.
6 Presently I live in a mobile home park that you all
7 are planning on taking part of it. The mobile home
8 park is owned by the same owners that it is split
9 into two sections by a manmade ditch that
10 Martinsville has made for drainage purposes. Now,
11 they're also going to take out a small bridge once
12 they take those trailers out because they don't
13 really need that bridge anymore.

14 But the landlord says we have to walk our
15 animals in the empty field beside those trailers.
16 So we do need that bridge because one of the
17 gentlemen in the other room said that they were
18 going to take that ditch and make it deeper and
19 bigger. So if we can't jump over it, we need a
20 bridge.

21 My other concern is that in order to get into
22 the trailer park, we have to come in off Ohio
23 Street and then into the trailer park. Right now
24 the traffic is just horrible getting in and out.
25 And once you guys put that new road in, it's going

1 to make it more complicated and even more harder to
2 get in and out. So there would have to be some
3 kind of a stoplight or something to make it easy on
4 us to get in and out.

5 They also told me that they were going to put
6 up some type of a sound barrier that would block
7 the view of 69. Now, I like to sit on the porch
8 and watch the traffic. I won't be able to do this.
9 So between all of this with the traffic and the
10 sound barrier going up, it is very much going to
11 depreciate the value of my trailer that you guys
12 are not planning on taking out because the other
13 side is a bridge. And I would like you guys to
14 consider those of us that has to live right by that
15 bridge because I'm just two trailers down from the
16 bridge. Thank you very much.

17 MR. RICKIE CLARK: Very well said. Sir, if
18 you'd be so kind as to state your first and last
19 name, the floor is now yours.

20 PI-077 MR. KEVIN BUETOW: Good evening. My name is
21 Kevin Buetow, B-U-E-T-O-W. My comment kind of
22 hinges off of Mr. Gray's with truly taking an
23 economic impact to 69 coming through Martinsville.
24 Looking at plans as they are proposed, just having
25 simply an overpass to things like Wal-Mart and

1 those restaurants over there, for any of those that
2 have traveled across country like myself going back
3 and forth from military bases, when you're going to
4 get off an interchange and you're looking for food
5 or you're looking for a quick way to get food or
6 something at a store, if you see something like a
7 gas station that's more than half a mile off of the
8 interchange, you're not going to pull off the road
9 there. You're going to look for somewhere closer.

10 So I would just urge that the economic impacts
11 of looking at how far travelers are going to have
12 to go to get off of the road to access existing
13 restaurants and other services in the town are
14 going to have to go because if you're traveling
15 from Bloomington to Indianapolis, for example, and
16 you aren't familiar with the back roads of
17 Martinsville, if you need to stop off and get gas
18 or you're looking for a quick bite to eat, you're
19 not going to be able to do that with how it's
20 currently proposed. So I would just strongly urge
21 that those impacts be looked at a little harder
22 than they appear to be at this time. Thank you.

23 MR. RICKIE CLARK: Very well said. Sir, if
24 you'd be so kind as to state your first and last
25 name, the floor is yours.

1 PI-078 MR. PAUL PARKER: My name is Paul Parker. We
2 have a family business in the industrial park here
3 in Martinsville. We're located on Robert Curry
4 Drive and James Baldwin. I've spoken to a lot of
5 the other owners of businesses in the industrial
6 park. If the proposed goes through as it's drawn,
7 it's going to basically create a shortcut for
8 people to drive through the industrial park to get
9 to the trailer parks and those areas next to us.

10 It's a genuine safety concern for us simply
11 because a lot of times we have to have our
12 forklifts out in those streets to unload our tracks
13 because we get two or three trucks at a time. It
14 really creates a traffic issue. A lot of times if
15 we have to unload steel beams or something, it's
16 all done in the street. That's where the trucks
17 have to be.

18 What we would like to see happen is Robert
19 Curry be turned into a cul-de-sac or dead-ended so
20 that our industrial park does not have access for
21 everybody to -- you know, we'd just kind of like to
22 be on our own because being industrial is hard
23 enough. But having through traffic that's going to
24 be increased like this is really going to create a
25 problem for us. So that was all I'd like to say.

1 More impact on that area.

2 MR. RICKIE CLARK: Very well said. Thank you,
3 sir, for those comments. Sir, if you'd be so kind
4 as to please state your first and last name, the
5 floor is now yours.

6 PI-079 MR. MELVIN CLARK: My name is Melvin Clark.
7 I'm the director of the Nazarene Food Pantry, which
8 is right across the street from here. It looks
9 like from last year they were showing the line
10 going through the pantry. This year it looks like
11 the line is right behind the pantry, which I don't
12 have a problem with that as long as it doesn't take
13 the pantry out. I know that's maybe minor to a lot
14 of people, but we service between 8- and 10,000
15 people a year in helping with food.

16 I would just ask that if it is possible that
17 the wall goes right behind the pantry on the
18 highway direction there, that it would help us out
19 tremendously. The building has only been there
20 since 2010. So it's not an old building. I would
21 just ask for your consideration that you would look
22 at it with enough hope that maybe we could spare
23 the pantry and continue on with the project. I
24 appreciate your time.

25 MR. RICKIE CLARK: Very well. Thank you, sir.

1 Sir, if you'd be so kind as to state your first and
2 last name, the floor is yours.

3 PI-080 MR. DANNY GRENARD: Danny Grenard. My concern
4 is, where South Street is going to go over
5 Wal-Mart, Grand Valley Boulevard and all of that,
6 South Street is a very narrow street. And this is
7 something that's been on my mind for a long time.
8 There's a lot of kids that walk to school there. I
9 take my daughter to the high school every day, and
10 the buses come down through there. When the buses
11 come, there's a factory there. The road is really
12 narrow there.

13 I'm thinking all this traffic is going to be
14 going through there even more so now going to the
15 Wal-Mart. Plus you've got the apartments on the
16 corner of Home Avenue and South Street, which is
17 kind of compacted right in there. I think there
18 needs to be some input put on that to see how
19 that's going to work as far as all this traveling
20 through there.

21 Plus South Street is a little street. If it's
22 going to put more traffic on South Street, it's
23 going to be even worse. Especially for kids
24 walking to school. I'm wondering also if it's put
25 in, over on Ohio Street like the lady at the

1 trailer park was saying, maybe that won't be so bad
2 on her because a lot of people will be going on
3 South Street instead of using Ohio. But then
4 again, maybe not. So is Ohio Street going to be
5 more crowded? I think there needs to be some input
6 and more investigation put in on those two areas as
7 far as impact. That's all. Thank you.

8 MR. RICKIE CLARK: Very well. Thank you, sir,
9 for those comments. Well, with that, at this time
10 we'll go ahead and conclude our formal
11 presentation. Thank you so much, everyone, for
12 your time this evening.

13 MR. ERIC SWICKARD: We would just like
14 electronic copies of the transcripts.

15 (The public hearing concluded at 8:30 p.m.)
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COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name ANTHONY YATES
Address 194 BLUFFDALE DR GREENWOOD IN (Optional)
Phone (317) 696 0261 (Optional) Email adgat0891@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4-10-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org) WITH THE EMPHASIS

ON THE FINAL PHASE OF I-69 EXTENSION BEING MORE AND MORE PRESENTED AS AN ECONOMIC GROWTH ADVANTAGE I AM CONCERNED WITH THE LAYOUT AS IT EFFECTS MY PROPERTY DIRECTLY. I ALSO AM AWARE OF THE EFFORTS WITHIN JOHNSON COUNTY AND PARTICULARLY WHITE RIVER TOWNSHIP OF PRODUCING A MASTER PLAN FOR DEVELOPMENT ALONG THE S.R. 37/I-69 CORRIDOR. AGAIN DIRECTLY EFFECTING MY PROPERTY. I BELIEVE, AS THE LAYOUT EXIST TODAY, WITH THE PLACEMENT OF THE ACCESS ROAD BEING ON MY WEST PROPERTY LINE THAT WHEN THE LARGE TRACT OF PROPERTY TO THE WEST OF MY PROPERTY IS COMMERICALLY DEVELOPED THAT I WILL BE TRAPPED BETWEEN I-69 AND THE ACCESS ROAD WITH A SMALL 1.5 ACRE PIECE OF PROPERTY AND WILL BE DRAMATICALLY LIMITED IF NOT FROZE OUT IN BEING ABLE TO PARTICIPATE IN ANY DEVELOPMENT THAT COMES. ADDITIONALLY THE CURRENT ACCESS ROAD LAYOUT, FROM SMITH VALLEY ROAD TO COUNTY LINE ROAD REQUIRES THE DESTRUCTION OF A HOUSE & OUT BUILDINGS TO CONNECT TO FAIRVIEW ROAD, WHEREAS IF THE ACCESS ROAD WOULD



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name _____
Address _____ (Optional)
Phone (____) _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

BE PLACED ALONG SIDE I-69 FROM M^ECARTY MULCH TO FAIRVIEW AS IT IS FROM FAIRVIEW TO COUNTY LINE RD, I BELIEVE THAT THE 3 PROPERTIES BORDERING INDY FAMILY FARMS PROPERTY IMMEDIATELY ON THE EAST WILL BE IN A VERY MUCH ^{MORE} ADVANTAGEOUS POSITION TO BECOME A PART OF WHATEVER COMMERCIAL DEVELOPMENT MAY COME. IT ALSO WILL KEEP ALL VEHICULAR TRAFFIC ON ONE SIDE (EAST) OF MY PROPERTY.
SECONDLY, AS MY HOUSE IS LAYED OUT ON MY PROPERTY IT IS ORIENTED COMPLETELY FOR ACCESS FROM THE EAST. I.E. GARAGE ALSO THE NORTHERN MOST POINT OF MY HOUSE IS WITHIN ABOUT 5' OF THE NORTHERN PROPERTY LINE LEAVING NO ROOM FOR A DRIVEWAY FROM THE WEST TO PASS, ENTERING FROM THE SOUTH SIDE OF THE PROPERTY WOULD PASS OVER MY SEPTIC SYSTEM REQUIRING IT TO BE RELOCATED, WHICH WOULD BE COMPLICATED SINCE MY WATER SOURCE IS A WELL.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 11, 2017 3:39 PM
To: 'astring92@aol.com'
Subject: RE: Epler Ave. problems
Attachments: Partial 2-26-11 email to city rep.-accidents.jpg; april10-2017 122.JPG; epler-rahke-int-west.JPG; iphone-7-19-15 097.JPG; nov18 pics 056.JPG; 2-7-17-15 609 W epler.jpg; 4-7-17-15-epler-rahke-rd overtop.jpg; 5-7-17-15 Epler culvert inundated.jpg; 10-June 2015 accident.jpg; Phone 10-27-16 054.JPG

Hello,

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: a [mailto:astring92@aol.com]
Sent: Tuesday, April 11, 2017 8:56 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Epler Ave. problems

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi!

My family are long time Indianapolis Southsiders. I grew up on Bluff and have family that live on Bluff Rd and Edgewood Ave. My husband and I bought a house on Epler in 2008.

I am enclosing pictures of flooding and accidents that Epler Ave. experiences on a regular basis between Bluff and Old Meridian (between 700 W. and 200 W.)

This area is an old river bed with a high water table. The flooding occurs at 3" of rain, overflows the ditches into the streets. The City subcontractors just dig the ditches deeper. On our side of the street, they are 2.5'-4' deep with little shoulder, steep slopes and no guard rails. The city says that they will never replace the ditches with underground storm sewers.

The accidents occur because there is no "factor of safety" here. Homeowners on our street call the ditches, their "moat" because, most of the time, it keeps the out of control cars from hitting their house. According to the neighbors, a driver was killed at my culvert before we bought our house. EVERY year we have lived here, there have been accidents on this perfectly straight section of road due to these ditches.

Additionally, Epler goes no where. To the east, it jogs at Shelby and ends at McFarland. It has a 30 mph speed limit and is also a designated bike route and has a grade school entrance.

It is my understanding from others that it is cost prohibitive to put Thompson through and it is too close to I465 ramps. That is unfortunate since it runs due east across the county and is 4 lanes in multiple places. Thompson going through would eliminate the need for an Epler ramp.

My second choice is that you put in bridges for Epler or dead-end Epler into Kopestsky drive on the east side of I69. Then rework Harding Street as a frontage road of sorts from Southport to Thompson with access to the entrance/exit ramp system of I69 and I465 to encourage an even distribution of traffic coming from the east. This would also help commercial development in that area.

I have complained to the City repeatedly about the flooding and accidents since we bought this house. Please don't make this situation worse by giving an unsuitable road an interstate exchange.

Anna Stringer
509 W. Epler Ave.
Indianapolis, IN 46217

Sent from my iPhone













PI-082

Section 1: DEIS and Public Hearing

Volume III – Comments and Responses





From: a [<mailto:astring92@aol.com>]

Sent: Saturday, February 26, 2011 4:44 PM

PI-082

To: Loveless, Gary

Subject: Epler Ave. accidents

Hi Gary,

I live at 509 W. Epler Ave. across from Adrians Orchard. We have owned this property since October 2008. Since that time, there have been 6 accidents within 100' of our property on either side. The first three were minor, people ending up in the ditches at speeds of 30 miles an hour.

But, these last three after Epler Ave. was reopened this summer have been very concerning for us, the residents.

First, this summer, was the unknown driver who lost control at about 1am and took out 100' of Adrians front fence, throwing splinters everywhere, breaking off every post, then leaving the scene.

Then in October, was the guy who was in the ditch on my side of the road, overcorrected and proceeded to bury his car into Adrians house.

Yesterday, were the two teen agers who wrapped their car around a telephone pole in front of the house just west of us.

To make a comparison, my sister has lived at 511 W. Edgewood, one mile exactly due south of us. This is also considered a primary road by the city that runs parallel to Epler. She has lived there since 1980. They have NEVER had incidents like we are experiencing in Volusia County. Only a few benders at the corner of Rahke and Edgewood. This is even being into consideration that most drivers used Edgewood in 2010 when Epler was closed.



Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 11, 2017 3:40 PM
To: 'creed@pgcgolfcar.com'
Cc: 'jsmith@pgcgolfcar.com'; 'gcrohn@pgcgolfcar.com'
Subject: RE: Comment - I-69 Section 6
Attachments: I-69 PGC Comment.PDF

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Chipper Reed [mailto:creed@pgcgolfcar.com]
Sent: Tuesday, April 11, 2017 3:34 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Cc: Jennifer Smith <jsmith@pgcgolfcar.com>; Gary Crohn <gcrohn@pgcgolfcar.com>
Subject: Comment - I-69 Section 6

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Section 6 Project Office,

Please see attached our comment on the current plans for frontage roads in Martinsville, IN.

Please let us know you received this.

Thank you,

George "Chipper" Reed, III, President
Professional Golfcar Corporation
255 Robert Curry Dr.
Martinsville, IN 46151

Mailing Address:

P.O. Box 250
Bloomington, IN 47402-0250

Telephone: 765-352-8156 Ext. 308

Fax: 765-352-8675

PROFESSIONAL GOLFCAR CORPORATION

P.O. Box 250 | Bloomington, IN 47402 | 765.352.8156 | Toll Free 800.742.4064 | www.pgccgolfcar.com | Fax 765.352.8675

April 11, 2017

I-69 Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

RE: Professional Golfcar Corporation - Comment on frontage road plans in Martinsville, IN

To Whom It May Concern,

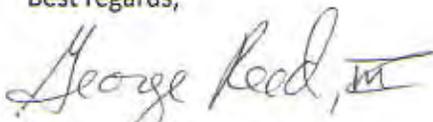
The current plans for the frontage road east of SR 37/I-69 around Industrial Blvd, James Baldwin Dr and Robert Curry Dr will result in the displacement of our business. In 2014, our property located on the southwest side of Bloomington, IN, at Fullerton Pike and SR 37/I-69, was acquired for an interchange which in turn caused us to move to our current location: 255 Robert Curry Drive.

Prior to purchasing the property at 255 Robert Curry Dr we reviewed the plans for I-69 through Martinsville to see if the afore mentioned property was going to be affected by the highway project. All alternate plans at that time showed the possibility of a small portion of the northwest corner being procured for a frontage road. In the time since we moved, we have had the understanding that the frontage road was going to follow Robert Curry Dr and bypass our company completely. Now, the plans for Section 6, have the frontage road going right through our property.

Currently, Industrial Blvd or James Baldwin Dr and Robert Curry Dr are available for the frontage road. Respectfully, we request that these roads be used instead of going through our property. By using these roads, this will help with traffic control as the proposed frontage road appears to be designed to be more of a "drag strip" versus a slower traffic pattern. Utilizing the existing roads would save the acquisition of up to 5 properties and the overhead and labor needed to build a brand-new road.

Also, since moving to Martinsville, we have added thousands of dollars to the Martinsville economy in taxes, goods and services purchased as well as employment opportunities for the community. If forced to relocate who knows where that relocation will take place. If not forced to relocate, this will allow us to stay where we have been located for less than 3 years and save the state a great amount of money in construction, property acquisitions and relocation costs.

Best regards,



George Reed, III President
Professional Golfcar Corporation
255 Robert Curry Dr.
Martinsville, IN 46151



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Barbara A. Briant
Address 260 Duo Drive (Optional)
Phone () _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date April 11, 2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

At The Public Meeting, I learned my home is not going to be affected by the I-69 construction unless plans are changed again.

My next concern is increased traffic on Duo Drive. It is already used as a connection between the shopping center of Ace Hardware / Trader Bakes to the shopping center of Rural King / Kroger. Large trucks are not supposed to use it, but do so anyway. Once I-69 construction in this area begins traffic will increase on Duo Drive. Our street is already a lumpy, bumpy stretch of patch-work, especially on the East end. It will become worse.

I-69 Section 6 Comment Sheet for 04-10-17 Public Hearing

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing 04-10-17

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Bill Herring
Address 3568 N. Ramsgate Rd.
Martinsville, IN 46151
Date April 12, 2017

Comments:

In many respects construction of I-69 will split Morgan County. Generally speaking, motorized traffic going north and south several miles to Indianapolis and Bloomington will be helped by I-69. Shorter trips not so much -- or not at all. And, for many people trips to destinations east and west of I-69 will not be shortened at all in terms of distance travelled or time to travel. Consequently, the locations and design of interchanges, overpasses, underpasses, frontage roads, etc. become very critical in minimizing the negative aspects of I-69 construction on motorized vehicle traffic and on **pedestrian and bicycle traffic**.

In order to help minimize the negative impacts, many of the planned overpasses must be designed and built to safely accommodate a large number of pedestrians and bicyclists. For Martinsville proper the planned overpasses at Grand Valley Shopping Center and at Burton Lane are critical. Additionally, to safely handle what may become a considerable amount of pedestrian and bicycle traffic north of Martinsville, the planned overpasses at Waverly Road and Egbert Road should be designed and built to safely accommodate these needs. Bicyclists, runners, and walkers from population centers west of I-69 (particularly along Mapletown Road and Egbert road), the school at Waverly, and the new Old Town Waverly Park, will want to have the opportunity to continue accessing the more rural eastern portion of Morgan County via properly built overpasses.

Thank you for considering my comments. I am sure you will also be hearing some excellent ideas and requests from people representing county and city park and recreation agencies.

Please do what you can to improve safety and the quality of life through improved connectivity outdoors.

c:\I-69\I-69 Section 6 Comment Sheet for 04-10-17 Public Hearing.doc

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:27 AM
To: 'destinyfleener'
Subject: RE: Relocation question

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: destinyfleener [mailto:destinyfleener85@gmail.com]
 Sent: Wednesday, April 12, 2017 5:09 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: Relocation question

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

Hi.
 We are on the map for relocation, and I had a few more questions to ask that I forgot to ask at the meeting.

1. Can we get our realtor involved?

2. With the inspection of our new home that is chosen, who is responsible to pay for the inspection and appraisal for that new home?

Thank you!

I will most likely have more questions but that is it for now

Destiny Fleener

Sent from my iPhone

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:27 AM
To: 'destinyfleener'
Subject: RE: Relocation question

Hello,

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: destinyfleener [mailto:destinyfleener85@gmail.com]
 Sent: Wednesday, April 12, 2017 5:10 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: Re: Relocation question

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Also,
 Is there an option for building

Sent from my iPhone

> On Apr 12, 2017, at 5:09 PM, destinyfleener <destinyfleener85@gmail.com> wrote:

>

> Hi.

> We are on the map for relocation, and I had a few more questions to ask that I forgot to ask at the meeting.

>

> 1. Can we get our realtor involved?

>

> 2. With the inspection of our new home that is chosen, who is responsible to pay for the inspection and appraisal for that new home?

>

> Thank you!

> I will most likely have more questions but that is it for now

>

> Destiny Fleener

>

> Sent from my iPhone

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 12, 2017 12:23 PM
To: 'Jkennedy351@yahoo.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Wednesday, April 12, 2017 12:03 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/12/17 12:03 AM***Name:** Josh Kennedy**Street Address:** 4663 Welton st
Greenwood, IN 46143**E-mail:** Jkennedy351@yahoo.com

Comments: I currently drive 37 from Smith Valley Rd to Indianapolis twice a day 5 days a week and 3-4 times a week from Indianapolis to Bloomington for work. This is already a very heavily traveled road and completing it into 69 is going to probably double what it is now. Especially with truck traffic. I personally think more exits is better than less exits and more travel lanes is much better than less. I really think it is a mistake not to put an exit at Fairview rd. Not doing it is just going to more traffic on County line rd and Smith Valley rd. Which are already very heavily traveled now especially during morning and evening rush hour. The same goes for Olive Branch road as well. Not having an exit there will also end up increasing the traffic on Smith Valley rd. Are there any plans on widening Smith Valley between 69 and 135? It will need to happen sooner than later. As for farther north keeping on exit to leave 69 and continue on 37/Harding st toward Thompson rd and 465 is an absolute must. Similar to how 69 on the north side continues on into Binford Blvd. Not all the traffic on 37 exits onto 465. A lot of us still continue on into Indianapolis. I've also heard rumors of section 6 being a toll way to help pay for the project. Is this true? If it is I can guarantee I will avoid using 69 at all costs and I'm sure lots of other people will as well. Which will in the end just add more traffic onto Morgantown rd and Bluff rd. Which will probably happen anyway for people who just won't want to have to deal with driving on 69. I'm really to against 69 but I'm really not for it either. I've been driving this road daily for almost 15 years. I guess I don't really see the need for it honestly. The better option would probably just would have been add a travel lane in each direction between 144 and 465 and maybe do the overpass roundabout like on Keystone ave at every intersection that currently has a stop light except for maybe Edgewood or Banta just to get rid of the stoplights. Just to recap definitely please consider adding interchanges to Fairview rd and Olive Branch rd. At bare minimum put in an over pass for each one and connect them to county line and Smith Valley roads. I'm sure it's cheaper to do it now versus doing it later. REMEBER DO IT RIGHT OR DO IT TWICE! Thanks for your time.

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 12, 2017 12:24 PM
To: 'Steve Spall'
Subject: RE: Road construction on County Line Road location Marion County / Johnson County border line.

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Steve Spall [mailto:sspall@spchevy.net]
Sent: Wednesday, April 12, 2017 8:16 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Road construction on County Line Road location Marion County / Johnson County border line.

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good Morning.

I live in Johnson County at 1277 Mount Pleasant East Drive Greenwood Indiana 46143. We are very close to the Marion County and Johnson County border line. Which County would be responsible for road improvement on County line Road from U.S 135 to the new I 69 inter change on County Line Road. I understand the road will increased from 2 lanes to 4 lanes. Who would I contact for more information. Any information would be appreciated. Thank You Steve Spall email sspall@spchevy.net

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:28 AM
To: 'evermilion@bawfg.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Thursday, April 13, 2017 9:13 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/13/17 9:13 AM***Name:** Eric Vermilion**Street Address:** 5171 Mount Pleasant South St.
Greenwood, IN 46142**E-mail:** evermilion@bawfg.com

Comments: After careful study I agree with the majority of the plan as it is now. However the one area that doesn't make sense to me is the Fairview Road intersection with I-69 in WRT. Why end it and not connect it to the West side access road? There is a large amount of population East of I69 and South of Fairview in this area and if the underpass were here the flow of traffic North during morning commute could go up Bluff OR under 69 to the west side access road and then north to join the County line exit to the N- lessening traffic on bluff. The way it is now appears to put undue stress on the Bluff road access to the exit.

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:33 AM
To: 'eldnewma@iupui.edu'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Friday, April 14, 2017 9:20 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/14/17 9:19 PM***Name:** Elizabeth Blomquist**Street Address:** 753 Boulder Rd.
Indianapolis, IN 46217**E-mail:** eldnewma@iupui.edu**Comments:** So much safer with Southport Rd over the interstate.

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COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Peggy Holzworth
Address 59 Judy Dr. (Optional)
Phone (765-315-9085) (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 4/14/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

My husband and I attended the meeting at Martinsville High School on 4/10/17.
It was informative and all I-69 staff were well-prepared and helpful.
I noticed on the map for the location from SR 252 to SR 44 to E. Morgan St does NOT
appear to have a sound abatement wall along the NW side of the proposed I-69.
Our home does not have a pink dot but our next-door neighbor's home at 69 Judy
Dr. does. To me that means I-69 will be close to our property. I request
reconsideration for a sound abatement wall in that location.
Thank you.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:33 AM
To: 'jlsummers@comcast.net'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Saturday, April 15, 2017 11:34 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/15/17 11:33 AM***Name:** jennifer summers**Street Address:** 269 elmscourt circle
greenwood, IN 46142**E-mail:** jlsummers@comcast.net**Comments:** Please do not close off Fairview Road to the I-69 extension. Can't an interchange be put in at this location also as an alternate exit besides County Line and Smith Valley/144?[Terms](#) | [Privacy](#)

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:34 AM
To: 'Bill Campbell'
Subject: RE: Access road

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Bill Campbell [<mailto:islandbreezes4u@yahoo.com>]
Sent: Sunday, April 16, 2017 12:48 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Access road

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

I have seen the plans for I69 with an overpass at either Waverly or Whiteland rd. This will send hundreds if not thousands of cars clear down into Waverly. This will cause congestion for the Harrison fire dept. and the school right next to it. Also

the roads will all have to be redone to handle the traffic, lights put up, adjustments to peoples property, etc. Also Whiteland rd. has been closed in the past because of a Winery show.

Solution. You have almost entire fields all the way to 144 on the east side from Waerly. Also there is a park or something plan in the field at the corner of 144 and 37 SE side. Having the access road run from waverly to 144 will also give them a lot of road frontage to get in and out of their complex. I hope you decide to put this access road into your plans for I69. It will save a lot of time for people coming from the east side to get to 144

Bill Campbell

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:34 AM
To: 'cifert74@aol.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Sunday, April 16, 2017 8:41 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/16/17 8:40 AM

Name: Connie Ifert

Street Address: 2548 Big Bea Lane
Indianapolis, IN 46217

E-mail: cifert74@aol.com

Comments: I feel that taking the route to the East would have a less impact on the local business along Southport Rd. The West side route will impact all the business along Southport Rd as well as further North along 37 up to Epler Rd.

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Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:34 AM
To: 'srenejolliffe@gmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Sunday, April 16, 2017 9:44 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/16/17 9:43 PM***Name:** S. Rene' Jolliffe**Street Address:** 13 Pine Drive
Martinsville, IN 46151**E-mail:** srenejolliffe@gmail.com**Comments:** Will the Pines Apartments (the building for 1 bedroom apts in them) be effected? This building is parallel to hwy 37 /69.
Thank you for ur answer.
Sincerely S. Rene' Jolliffe
PS When is the next meeting?[Terms](#) | [Privacy](#)

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COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name _____
Address _____ (Optional)
Phone (____) _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

When contractors put bids in it would be "best" to provide "bonuses" for job done before deadlines + penalties for job done after deadlines.

Plus have them work "double shifts" to get project done quickly (it will disrupt business + commuters)

"Heavy" construction can be done during the day + "light" over night, like paving + pouring concrete

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 17, 2017 11:52 AM
To: 'gldelp@sbcglobal.net'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Monday, April 17, 2017 6:40 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/17/17 6:40 AM

Name: Gregg Delp

Street Address: 5384 Wakefield Dr n
Greenwood , IN

E-mail: gldelp@sbcglobal.net

Comments: Please include sound barriers from County line road to Smith Valley Road.
Thank you

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COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Lawrence D. Bryan
Address 1960 E. Ely Court, Martinsville, IN 46151 (Optional)
Phone (765) 349-9189 (Optional) Email lawrence.bryan@comcast.net (Optional)
Organization/Agency (if relevant) personal responses (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

1. You all should be commended for, in general, outstanding work under difficult circumstances. You can't please everyone.
2. Listing of Personal Priorities:
 - full completion of the new frontage road west of new I-69 connecting Morgan Street to Mapletown Road prior to construction of our portion of new I-69
 - if at all possible, widen this frontage road (including access via Kristi Rd) to accommodate both vehicle and emergency (including fire trucks) and their safe use of this new access from our area vice versa ... traffic will certainly increase
 - the I-69 / SR 44 / SR 252 still appears to be a potentially risky interchange ... will need excellent signage; again ... thanks for access to and from the new frontage road noted above.
 - please do consider a full or half diamond interchange at Egbert Road ... traffic on previously noted frontage road may well become extensive over time.
3. Based upon conversations with Martinsville Mayor Kohl, it appears that she is reasonably pleased. Good.

Lawrence D. Bryan

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 18, 2017 9:53 AM
To: 'adfindley@gmail.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Monday, April 17, 2017 5:56 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/17/17 5:55 PM

Name: Andrea Findley

Street Address: 7000 W 300 N
Bargersville, IN 46106

E-mail: adfindley@gmail.com

Comments: Your new plan of the only interchange being St. Road 144 makes me (and several others) go out of our way 10 - 15 minutes depending on (road conditions and traffic) to get to I-69.

There are many commuters who live south of Whiteland Road. For those of us who travel Whiteland Road or Banta road to get to 37, it would benefit us if you made Banta Road an overpass (as you did for those who travel Stones Crossing Road) connecting to a Huggin Hollow Road (as a service road).

This much added time will cause my 6:00 am commute that much longer. I already have a long day because I get up at 4:30 am.

Also, the meetings have been in Morgan County and Marion County, but none have been in Johnson County. This road does affect many of us in Johnson County so make these meetings more accessible to us.

Thank you,
Andrea Findley

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8604 Allisonville Rd.
Suite 300
Indianapolis, IN 46250

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 19, 2017 3:49 PM
To: 'deannabarley@yahoo.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Tuesday, April 18, 2017 3:34 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/18/17 3:34 PM

Name: DeAnna Barley

Street Address: 240 W Southview Drive
Martinsville, IN 46151

E-mail: deannabarley@yahoo.com

Comments: we were offered 93,000 in 2008 after a flood but since we had flood insurance, we forced to refuse due to the state demanding \$80,000 returned insurance so as not to profit (home purchased in 1982-we deserve to profit from sale of home). the current map shows the HW behind our home turned into interstate and no wall and on/off ramp traffic on either side and increased frontage road traffic and half of our small backyard being purchased for I69 while all of the other homes have been purchased in 2008. I can't imagine how horrible this would be. I believe a fair offer is warranted on it's entirety. I think the noise level alone would ensure this as well as the safety factor of a stand alone home amidst this heavy traffic. Thank you, DeAnna Barley 765-318-0035

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Suite 300
Indianapolis, IN 46250

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 21, 2017 2:10 PM
To: 'avatwc2004@yahoo.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Thursday, April 20, 2017 6:02 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/20/17 6:02 PM***Name:** Jeff Buster**Street Address:** 4785 ENNIS RD
Martinsville , IN 46151**E-mail:** avatwc2004@yahoo.com

Comments: As taxpayers in Indiana, we do not understand why you are not following the lowest cost route you proposed thru Mooresville to the airport. Not only is it cheaper but it also catches industrial parks and the airport. We were told that public opinion swayed your choice. Well we had an opinion and you don't care that we have been fighting for years. We were told at the meeting that you were worried that traffic would get off at Martinsville and use 37 not 69. NO commercial driver would use 37 and stop at traffic lights if they didn't have to, especially since they are trying to get to warehouses in industrial parks or by the airport anyway. Vacationers and travelers are going to use their GPS systems. If you took i69 from the Liberty church area exit across the fields south of Martinsville to 67, you would save millions of dollars not having to build thru Martinsville. You would also avoid the expensive area of Southport Rd. I am surprised that Indiana taxpayers statewide haven't filed a lawsuit over the waste of their tax money by your not using the most sensible and economic route. Even if you came up 37 and crossed at Henderson Ford, As the cheapest. plan showed, you would still save millions, or was it billions? When you tell us you have no money to even start this section, it is alarming that you would shrug off spending an exorbitant amount of money that you could save by taking the more reasonable and useful route. it is really unfair that we protested and rallied and fought for 10 years and we were ignored, then Mooresville did the same for a few months and were successful - costing ALL taxpayers a ridiculous amount of money, a less useful route, and a lot of resentment. The attorneys are flooding us with invitations and educating the land owners on how to get the highest price for their property. I guess if you are definitely coming this way and don't care how much you have to spend to do it, we will call our attorney and be waiting for you.

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Suite 300
Indianapolis, IN 46250

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, April 21, 2017 4:12 PM
To: 'jim barley'
Subject: RE: Only house left on Southview DR

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: jim barley [mailto:jim155bar@yahoo.com]
Sent: Friday, April 21, 2017 2:41 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Only house left on Southview DR

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

I just want to go on record that I do not agree with not purchasing our property in full. I'm sure that will not be a very good situation for us during and after construction. I feel like I can't even sell the property before hand because of I-69.

According to your map, The northbound exit ramp to Ohio St. will start at my back door. I do not think that will be safe for my family. Please acknowledge confirmation of this email. Thank you, Jim Barley

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 24, 2017 10:54 AM
To: 'bwilson@motionwear.com'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Friday, April 21, 2017 11:28 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/21/17 11:28 PM***Name:** Bob Wilson**Street Address:** 1315 Sunday Dr
Indy, IN 46217**E-mail:** bwilson@motionwear.com

Comments: concerns / ideas for sect 6:

a) please maintain 2 lanes in both directions at all times during rebuild. Maybe upgrade one side to temporary 4 lanes both directions then totally build the other side, then move everyone over and rebuild that side. Or maybe divert all to 67 for a few months to get some major work done (WITH setting traffic lights to make it flow).

b) make the total construction time as short as possible. Hyperfix downtown indy was cool. Get contractors that can/will work 7 days per week and give them huge incentive clause to complete on time/ahead of schedule.

c) I drive the bloomington to indy leg and back every day. It's clear through i69 - especially truck - traffic has increased. It's critical to get this last leg done quickly.

d) please include the center cross over protection (cable system) where there will not be center concrete partition. Crossover head-ons are a high rate of fatality.

e) consider bicycles on the over/underpass designs please - especially those that go over the river - southport, 144, henderson ford and martinsville area. Bicyclists ride a lot in the SW quadrant (brooklyn to wilbur, martinsville, etc). to get there from Indy, greenwood, must go on one of these busy roads now AND share with gravel and concrete trucks (they can be rude and not share the road).

f) strange how this entire i-69 project doesn't have a rest stop. There's a gas station south of sample road in section 5 that there is a huge restroom line on any busy day. Coming from a game or the lake, people are going to have to stop. If no rest areas, then make sure many private options are available (gas stations, restaurants). If martinsville loses all of its to overpasses, it won't be good. I see long restroom lines in martinsville too in the summer at gas station.

g) I drive this some days before 5 am. Please make sure adequate lighting where necessary. It's really dark now.

h) at southport, take out (relocate) the businesses, not the apartments.

i) lever section 5 completion any way you can. further delay is good for no one. I drive it daily and still see more days where there is nothing going on than days where there is progress.

j) I like a lot the work done so far, the consideration for many routes, the proposed solution, good work, thanks. I'm not kudo-ing this route, another may have been as good if the studies had proved it to be.

k) very concerned about all the lights in martinsville when sect 5 is done until 6 is complete. Full on highway traffic being stopped. It jams a lot now, especially when IU event or students in or out. Please have plan for that. I celebrate every time I go under vernal pike, that light was the biggest nuisance ever.

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Indianapolis, IN 46250

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 24, 2017 10:54 AM
To: 'LKM62046@AOL.COM'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indyevn.org

From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Friday, April 21, 2017 4:53 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463

Submitted at 04/21/17 4:53 PM

Name: RALPH MOORE

Street Address: 1910 S. MULLINIX ROAD
GREENWOOD, IN 46143

E-mail: LKM62046@AOL.COM

Comments: I heard that Mullinix Road would become an "Access road" when this project is completed. Is this true? What is an access road? If this is true would Mullinix Road have to widen?

thank you
Ralph Moore.

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Suite 300
Indianapolis, IN 46250

▪

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, April 24, 2017 10:53 AM
To: 'kathyjoe2005@att.net'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]

Sent: Saturday, April 22, 2017 1:35 PM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6 Comment Form

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Formstack Submission for form i69_2463*Submitted at 04/22/17 1:35 PM***Name:** Joseph E. Filipczak**Street Address:** 2909 Blossom Lane
Evansville, IN 47711**E-mail:** kathyjoe2005@att.net

Comments: It is maddening to see I-69 being delayed constantly by a group of Bolsheviks from Bloomington, IN. Over 30 years ago I attended a meeting here in Evansville when the entire project was estimated at \$700,000.00 million dollars. Because of these delays, the projects is now costing three to four times or more. What a travesty. They should be required to file a Replevin Bond to cover the costs of these incessant delays.

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Suite 300
Indianapolis, IN 46250

▪

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 26, 2017 12:08 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:patthomas2@comcast.net>]
Sent: Monday, April 24, 2017 3:42 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Patrick

Last Name:
Thomas

Street Address:
639 Gardner Ave

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
patthomas2@comcast.net

Comments

Would hope that Sartor ditch and Indian Creek are kept flowing properly to avoid ANY flooding during and after the construction at Ohio Street and Mahalesville Road and surrounding areas.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 26, 2017 12:07 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Cell: (317) 452-2369
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:jmmoorhead@comcast.net>]
 Sent: Tuesday, April 25, 2017 8:20 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Jan

Last Name:

Moorhead

Street Address:
6713 Glacier Drive

City:
Indianapolis

State:
IN

Zip/Postal:
46217

E-mail:
jm Moorhead@comcast.net

Comments

I would prefer, at the Southport Road intersection, alternative C4B, so that the apartment complex to the southeast is impacted less than the businesses nearby.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name REV. NATHAN JANSSEN & THE I-69 STUDY COMMITTEE
Address 3496 E. MORGAN ST, MARTINSVILLE, IN 46151
Phone (765) 342-2004 Email poppastor1cms@hotmail.com
Organization/Agency (if relevant) PRINCE OF PEACE LUTHERAN CHURCH
Date APRIL 25, 2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

See attached Comment SHEET:

"RESPONSE TO: Draft Environmental Impact Study (DEIS) and
the APRIL 6 & 10, 2017 PUBLIC HEARINGS."

COMMENT SHEET
I-69, SECTION 6

**RESPONSE TO: Draft Environmental Impact Study (DEIS) and
the April 6 & 10, 2017 Public Hearings**

FROM:

**Rev. Nathan Janssen and the I-69 Study Committee
Prince of Peace (POP) Lutheran Church and School
3496 E. Morgan Street
Martinsville, IN 46151**

DATE SUBMITTED: April 25, 2017

Prince of Peace Lutheran Church and School submits the following statements in response to the April 6 & 10, 2017 I-69, Section 6 Public Hearings and the published Draft Environmental Impact Study (DEIS):

- A. ALTERNATIVE C4 clearly shows the elimination of POP septic fields, which requires rectification to restore sewer service. What will INDOT do to compensate POP and help to rectify this operational issue?
- B. While the I-69 project does not directly impact POP's sole source of water (an existing water well), much of the surrounding land may be dramatically altered in preparation for the new roadways. In close proximity is an historical livestock feedlot. POP remains concerned about the ground water impact of massive grading in the surrounding area and potential contamination of the water supply from the existing well. What will INDOT do to avoid contamination of the water supply from the POP water well?
- C. ALTERNATIVE C4 shows a single "driveway" access to the POP property through the I-69 service road right-of-way. The access so designated is currently a single lane, steeply inclined, exit only, asphalt drive from the POP property. Significant grading and roadbed modifications will be required to make this driveway usable simultaneously as an ingress and egress point for cars, utility trucks and public school buses. Will INDOT provide an additional "driveway" access at the current old SR37 dual ingress and egress point or at some other point along E. Morgan St. / I-69 Service Road?

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 26, 2017 12:05 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

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Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:gcurrier@envelopgroup.com>]
Sent: Wednesday, April 26, 2017 8:31 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Gabriel

Last Name:
Currier

Street Address:
7320 Big Bend Rd.

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
gcurrier@envelopgroup.com

Comments

We in the process of collecting signatures of all property ownerstouched by the proposed overpass bridge at Big Bend Rd. We will issuea petition to make Big Bend a dead-end rather than an overpass. Therefore, most if not all land/home/business owners would remain andthe I-69 project would save millions of dollars. Big Bend tees intoOld 37 just west of the proposed bridge anyway. There is no apparentneed to maintain continuity between the two sides of the highway. There is an overpass shown at Waverly road just North that would allowemergency vehicles and school buses across. Therefore, claiming eminent domain on the proposed properties on Big Bend Rd. to constructa very expensive bridge is a waste of tax dollars and displaces manyfamilies who have resided there for generations. Expect further actionfrom the persons affected at Big Bend Rd. We are organizing.

Gabe Currier 317-605-1648

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, April 27, 2017 1:01 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:afssadmin@ai.org>]
 Sent: Wednesday, April 26, 2017 6:05 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Holly

Last Name:
 Johnson

Street Address:
560 Anel Dr.

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
hollyj20082hotmail.com

Comments

I think it's important to be able to keep the Waverly Branch of theMorgan County Public Library where it is. Also, it would be great forour community if the overpass at Grand Valley Blvd in Martinsville andthe junction at Ohio St. in Martinsville had pedestrian and bikelanes. Especially pedestrian lanes because many poor in our communitydo not have vehicles and walk to the shopping centers.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, April 26, 2017 12:05 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:kristajm@comcast.net>]
 Sent: Wednesday, April 26, 2017 10:28 AM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Krista

Last Name:
 Ledbetter

Street Address:
2655 Musgrave Rd

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
kristajm@comcast.net

Comments

I don't know what the plans are for overpasses around Martinsville, but it is very important that there is adequate room for pedestrians and bicycles. Morgan County is a popular bicycling spot, and we receive a fair amount of tourism from cyclists who will want to be able to cross over the interstate. This is particularly important at the Ohio Street interchange, the Teeters Rd overpass and the Henderson Ford/Centennial interchange.

The pedestrian walkways will be most important at the Ohio Street Interchange, and the South Drive/ Grand Valley overpass. People from town who need to shop at Grand Valley need a safe alternative for crossing the interstate, as do the people who live in the Williamsburg Court and Country View Apartments who need to get to town. Country View, in particular, have many lower-income families who don't necessarily have a car to get around.

Finally, thank you for the consideration shown to working around the Waverly Branch Library. We love the library and want to keep it where it is!

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, May 01, 2017 9:45 AM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:k1054@scican.net>]
 Sent: Thursday, April 27, 2017 9:29 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Carol

Last Name:
 McVey

Street Address:
1200 Deer Run

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
k1054@scican.net

Comments

We can't get to Bloomington, Indiana most of the time due to construction now the construction north to I 465 will begin. Please wait on Section 6 for section 5 to be near completion. How would you like to be pinned in to the south AND to the north on State Road 37? Please, please, please reconsider the people and not just the political officials who push for this.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, April 27, 2017 1:03 PM
To: 'Christopher Vlcan'
Subject: RE: Smith Valley Exit

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Christopher Vlcan [<mailto:vlcanfamily@me.com>]
 Sent: Thursday, April 27, 2017 12:07 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: Smith Valley Exit

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I would recommend a roundabout with the upgrade to I-69 at the intersection of Mullinex and Smith valley. It may be integrated into the exit.

Sent from my Chris's iPhone

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, April 27, 2017 1:02 PM
To: 'Jessica Schlenker'
Subject: RE: I69 - Section 6 Comment

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Jessica Schlenker [mailto:sidial@firehazel.com]
Sent: Thursday, April 27, 2017 10:53 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I69 - Section 6 Comment

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi,

How will Smith Valley and Mullinix be handled?

A roundabout or other easily-used access between Smith Valley and Mullinix would be necessary. There is a LOT of east-west traffic on every east-west road in Johnson county, and Mullinix is a major thoroughfare for non highway north-south traffic. Smith Valley is simply too small of a road to handle the traffic it already receives, and everyone from the southern corner of Johnson county and Waverly uses alternate routes to the Greenwood area (which has the nearest substantial grocery store, hospital, doctors, and even hardware stores). SR 144 isn't really a route to anywhere in that direction because it is such a detour.

Thanks,

Jessica

[All That is Gold](#) – Short story, May 2013

[So Gradually, A Pride & Prejudice Tale](#) - April 2015

[A Fire in the Grass](#) – Short story in Mercedes Lackey's Valdemar universe, December 2015, co-written with [Michael Z. Williamson](#)

[Medley](#) – Short story in Mercedes Lackey's Valdemar universe, December 2016, co-written with [Michael Z. Williamson](#)

Holliday, Lamar

From: Holliday, Lamar
Sent: Thursday, April 27, 2017 1:01 PM
To: 'jvaughnRN@gmail.com'
Subject: I-69 Section 6 comment

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



Previous Message:

Mrs. Jill Vaughn
 1478 Lavender Lane
 Greenwood, IN 46143-6721
 317-730-2206
jvaughnRN@gmail.com

Route: SR 37 Ref Post: 138.29 County: Johnson District:
 SEYMOUR SubDistrict: BLOOMINGTON Latitude: 39.60509897142941
 Longitude: -86.21902707190566

I'd like to request a round-about at the intersection of Mullinix and Smith Valley. If built the way it's currently mapped, it will be nearly impossible to get onto Smith Valley from Mullinix. This is a very busy intersection already.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, May 01, 2017 9:45 AM
To: 'Kristina'
Subject: RE: Request

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Kristina [mailto:klharger@gmail.com]
Sent: Thursday, April 27, 2017 7:41 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Request

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

To Whom it May Concern,

Traffic on Smith Valley Road is anticipated to increase due to the I-69 section 6 construction. Because of this, I am writing to request two roundabouts on Smith Valley road to the east of the planned interchange. These are at Mullinix Rd. and Paddock Road.

Both of these intersections will be increasingly used for traffic to/from the south and southeast. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit.

Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY to offset the increased road use due to the interchange.

Sincerely,
Kristina Harger

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, April 27, 2017 1:02 PM
To: 'Linda Koester'
Subject: RE: I-69 Overpass Intersection at Travis Place

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Linda Koester [<mailto:lindaskoester@icloud.com>]
 Sent: Thursday, April 27, 2017 11:52 AM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: I-69 Overpass Intersection at Travis Place

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

As a resident of Travis Place, I am very concerned about this intersection. It is already a high risk for collisions as we leave and enter Travis Place because it is "blind" on the west side of our street as traffic from Hwy 37 approaches over

the crest of a hill at a high rate of speed. The Center Grove school bus loads and unloads our children at this intersection by necessity because there is not enough room to turn the buss around at the top of Travis Place. It is a dead-end street. Please have take this problem into consideration when planning.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Thursday, April 27, 2017 2:08 PM
To: 'S Gibbens'
Subject: RE: Comment/request for I-69 section 6

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: S Gibbens [mailto:scgibbens@hotmail.com]
Sent: Thursday, April 27, 2017 2:05 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>; wwiedelman@hntb.com
Subject: Comment/request for I-69 section 6

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

To Whom it May Concern,

With the increased traffic on Smith Valley Road because of the I-69 section 6 construction, I am writing to request two roundabouts on Smith Valley road to the east of the planned interchange. These are at Mullinix Rd. and Paddock Road.

Both of these intersections will be increasingly used for traffic to/from the south and south-east. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit.

Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY given the increased road use due to the interchange.

Sincerely,

Stacey C. Gibbens, PMP
scgibbens@hotmail.com
(317) 690-1446

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, May 01, 2017 9:44 AM
To: 'Stoner, Scott'
Subject: RE: I-69 Progress

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Stoner, Scott [mailto:Scott.Stoner@sbdinc.com]
Sent: Friday, April 28, 2017 10:38 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-69 Progress

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

To Whom it May Concern,

Traffic on Smith Valley Road is anticipated to increase due to the I-69 section 6 construction. Because of this, I am writing to request two roundabouts on Smith Valley road to the east of the planned interchange. These are at Mullinix Rd. and Paddock Road.

Both of these intersections will be increasingly used for traffic to/from the south and southeast. Getting out from the south direction of Paddock onto Smith Valley (east or west) is already a challenge at times. I anticipate very dangerous traffic situations around these two intersections with the increased traffic around the new exit.

Please build roundabouts at both Paddock and Mullinix to optimize the traffic flow and SAFETY to offset the increased road use due to the interchange.

Scott V. Stoner
4626 Abberton Dr
Greenwood, IN 46143

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Monday, May 01, 2017 9:43 AM
To: 'Janice Kernel'
Subject: RE: Section 6

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: janicekernel@gmail.com [mailto:janicekernel@gmail.com] **On Behalf Of** Janice Kernel

Sent: Monday, May 01, 2017 9:19 AM

To: INDOT Section 6 PM <Section6PM@indot.IN.gov>

Subject: Section 6

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

To Whom it May Concern,

Traffic on Smith Valley Road is anticipated to increase due to the I-69 section 6 construction. Because of this, I am writing

Holliday, Lamar

From: Holliday, Lamar
Sent: Monday, May 01, 2017 9:50 AM
To: 'Tom Ahler, Jr.'; Clark, Rickie
Subject: RE: Interstate 69 Highway Section 6

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Tom Ahler, Jr. [<mailto:tomahler@gmail.com>]
 Sent: Monday, May 01, 2017 2:18 AM
 To: Clark, Rickie <RCLARK@indot.IN.gov>
 Cc: Holliday, Lamar <LHolliday@indot.IN.gov>
 Subject: Interstate 69 Highway Section 6

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

Hi Rickie,

I will send you two emails about Interstate 69 Section 6.

The first email contains information about design, interchanges, and travel lanes for Interstate 69 Section 6 between the City of Martinsville and the City of Indianapolis.

The second email contains information about adding additional travel lanes to the existing West to East crossroads that will have interchanges on Interstate 69 Section 6.

Thank you,
Thomas Ahler

Holliday, Lamar

From: Holliday, Lamar
Sent: Monday, May 01, 2017 9:50 AM
To: 'Tom Ahler, Jr.'
Cc: Clark, Rickie
Subject: RE: Interstate 69 - Section 6 ... Design, Interchanges, Travel Lanes

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Tom Ahler, Jr. [<mailto:tomahler@gmail.com>]
 Sent: Monday, May 01, 2017 2:24 AM
 To: Clark, Rickie <RCLARK@indot.IN.gov>
 Cc: Holliday, Lamar <LHolliday@indot.IN.gov>
 Subject: Interstate 69 - Section 6 ... Design, Interchanges, Travel Lanes

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

Converting Indiana State Route 37 into a Full Control Limited Access Highway.

This Full Control Limited Access Highway has the designation of Interstate 69.

Interstate 69 Interchanges

Indiana State Route 39 in the City of Martinsville in Morgan County, Indiana

Ohio Street in the City of Martinsville in Morgan County, Indiana

Indiana State Route 252 in the City of Martinsville in Morgan County, Indiana

Indiana State Route 44 in the City of Martinsville in Morgan County, Indiana

--- Re-align Indiana State Route 44 to the north and connect with Interstate 69 where currently Teeters Road has an intersection with Indiana State Route 37

Morgan County Road 600 North

--- Construct a new Morgan County Road 600 North between Interstate 69 and Johnson County Line. The new Morgan County Road 600 North will connect with a new extension of Johnson County Road 300 North on the east side of the Johnson County Line.

--- Construct a new extension of Johnson County Road 300 North between Morgan County Line and U.S. Route 31. The new extension of Johnson County Road 300 North will connect with the existing Johnson County Road 300 North on the east side of U.S. Route 31.

--- Construct a new Morgan County Road 600 North between Interstate 69 and Morgan County Road 390 East. The new Morgan County Road 600 North will connect with the existing Centerton Road on the east side of Morgan County Road 390 East.

Whiteland Road in Morgan County, Indiana

--- Construct an extension of Whiteland Road between Interstate 69 and Sanctuary Lane. Whiteland Road will head west of Interstate 69 and connect with Centenary Road at Sanctuary Lane.

Indiana State Route 144 in the City of Martinsville in Morgan County, Indiana

Johnson County Road 800 North in Johnson County, Indiana

Stones Crossing Road (Johnson County Road 700 North) in Johnson County, Indiana

Smith Valley Road in Morgan County, Indiana

Fairview Road in Johnson County, Indiana

County Line Road

Stop 11 Road

Southport Road in Marion County, Indiana

Banta Road in Marion County, Indiana

Edgewood Avenue in Marion County, Indiana

Epler Avenue in Marion County, Indiana

Interstate 465 on the south side of the City of Indianapolis in Marion County, Indiana

Interstate 69 Travel Lanes

At a minimum, Interstate 69 is a six-lane (6) divided highway between the City of Martinsville and Johnson County Road 800 North in Johnson County, Indiana.

Interstate 69 is a six-lane (6) divided highway ---> Interstate 69 Northbound is three (3) travel lanes and Interstate 69 Southbound is three (3) travel lanes.

Interstate 69 is an eight-lane (8) divided highway between Johnson County Road 800 North and County Line Road.

Interstate 69 is an eight-lane (8) divided highway ---> Interstate 69 Northbound is four (4) travel lanes and Interstate 69 Southbound is four (4) travel lanes.

County Line Road is the county line that separates Marion County, Morgan County, and Johnson County.

Interstate 69 is a ten-lane (10) divided highway between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

Interstate 69 is a ten-lane (10) divided highway ---> Interstate 69 Northbound is five (5) travel lanes and Interstate 69 Southbound is five (5) travel lanes.

The far right travel lane on Interstate 69 Northbound is an auxiliary lane for local traffic only between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

The far right travel lane on Interstate 69 Southbound is an auxiliary lane for local traffic only between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

Starting at Interstate 465 on the south side of the City of Indianapolis, construct an extension for Interstate 69 heading north to and connecting with Interstate 70 at Belmont Avenue on the west end of downtown Indianapolis.

The extension for Interstate 69 between Interstate 465 on the south side of the City of Indianapolis and Interstate 70 at Belmont Avenue is a ten-lane (10) divided highway.

Interstate 69 is a ten-lane (10) divided highway ---> Interstate 69 Northbound is five (5) travel lanes and Interstate 69 Southbound is five (5) travel lanes.

However, this extension for Interstate 69 between Interstate 465 and Interstate 70 at Belmont Avenue is beyond the scope for Interstate 69 Section 6.

Interstate 69 Design between County Line Road and Interstate 465 on the south side of the City of Indianapolis.

Alternative A

Interstate 69 Northbound and Interstate 69 Southbound

Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

Next to the concrete barrier in the center median, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

Next to travel lane number one (1), there is travel lane number two (2)

Next to travel lane number two (2), there is travel lane number three (3)

Next to travel lane number three (3), there is travel lane number four (4)

Next to travel lane number four (4), there is travel lane number five (5) which is the far right travel lane. Travel lane number five (5) is an auxiliary travel lane for local traffic only.

Next to travel lane number five (5), there is a ten (10) foot right shoulder for emergency stopping.

Alternative B

Interstate 69 Northbound and Interstate 69 Southbound

Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

Next to the concrete barrier in the center median, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

Next to travel lane number one (1), there is travel lane number two (2)

Next to travel lane number two (2), there is travel lane number three (3)

Next to travel lane number three (3), there is travel lane number four (4)

Next to travel lane number four (4), there is a ten (10) foot right shoulder for emergency stopping.

Next to the right shoulder, there is a concrete barrier that measures three (3) feet or four (4) feet in height.

Next to the concrete barrier on the right side of the right shoulder, there is an eight (8) foot or ten (10) foot inside shoulder for emergency stopping.

Next to the inside shoulder, there is travel lane number five (5)

Next to travel lane number five (5), there is travel lane number six (6)

Next to travel lane number six (6), there is travel lane number seven (7)

Next to travel lane number seven (7) , there is a ten (10) foot right shoulder for emergency stopping.

Travel lane number one (1) --- Long distance travel lane for long distance traffic

Travel lane number two (2) --- Long distance travel lane for long distance traffic

Travel lane number three (3) --- Long distance travel lane for long distance traffic

Travel lane number four (4) --- Long distance travel lane for long distance traffic

Travel lane number five (5) --- Collector-Distributor travel lane for local traffic

Travel lane number six (6) --- Collector-Distributor travel lane for local traffic

Travel lane number seven (7) --- Collector-Distributor travel lane for local traffic

Alternative B is similar to the design of the Collector Distributor traffic lanes on Interstate 20 and Interstate 285 on the east side of the City of Atlanta, Georgia

Interstate 69 Design between Johnson County Road 800 North and County Line Road.

Interstate 69 Northbound and Interstate 69 Southbound

Starting in the center median there is a concrete barrier that measures three (3) feet or four (4) feet in height.

Next to the concrete barrier in the center median, there is an eight

(8) or ten (10) foot inside shoulder for emergency stopping.

Next to the inside shoulder, there is travel lane number one (1) which is the far left travel lane.

Next to travel lane number one (1), there is travel lane number two (2)

Next to travel lane number two (2), there is travel lane number three (3)

Next to travel lane number three (3), there is travel lane number four (4) which is the far right travel lane. Travel lane number four (4) is an auxiliary travel lane for local traffic only.

Next to travel lane number four (4), there is a ten (10) foot right shoulder for emergency stopping.

Interstate 69 Design between the City of Martinsville and Johnson County Road 800 North.

Interstate 69 Northbound and Interstate 69 Southbound

The center median is a sixty (60) foot to eighty (80) foot grassy median.

Next to the sixty (60) foot to eighty (80) foot grassy median, there is travel lane number one (1) which is the far left travel lane.

Next to travel lane number one (1), there is travel lane number two (2)

Next to travel lane number two (2), there is travel lane number three (3)

Next to travel lane number three (3), there is a ten (10) foot right shoulder for emergency stopping.

Thank you,
Thomas Ahler

Holliday, Lamar

From: Holliday, Lamar
Sent: Monday, May 01, 2017 9:51 AM
To: 'Tom Ahler, Jr.'
Cc: Clark, Rickie
Subject: RE: Interstate 69 - Section 6 ... West to East Crossroads

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Tom Ahler, Jr. [<mailto:tomahler@gmail.com>]
 Sent: Monday, May 01, 2017 2:27 AM
 To: Clark, Rickie <RCLARK@indot.IN.gov>
 Cc: Holliday, Lamar <LHolliday@indot.IN.gov>
 Subject: Interstate 69 - Section 6 ... West to East Crossroads

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

We need to convert the two lane crossroads that will have an interchange on Interstate 69 into four (4) lane crossroads or five (5) lane crossroads where the fifth lane is a continuous left-turn lane down the middle of the road.

Converting these two lane crossroads that will have an interchange on Interstate 69 into four (4) lane crossroads or five (5) lane crossroads will allow these crossroads to handle the extra traffic to and from Interstate 69.

In addition, some of these crossroads that will have interchange on Interstate 69 are discontinuous in certain locations or these crossroads have gaps in them in certain locations.

For example, construct an extension for Edgewood Avenue between Interstate 69 and Interstate 70. At Interstate 69, the extension for Edgewood Avenue will head west to Interstate 70. Edgewood Avenue will have an interchange on Interstate 70.

Convert Edgewood Avenue into a four lane (4) divided road between Interstate 70 and Interstate 69. Edgewood Avenue Eastbound is two (2) travel lanes and Edgewood Avenue Westbound is two (2) travel lanes.

Edgewood Avenue will have a 10 foot to 12 foot grassy median between Interstate 70 and Interstate 69. Edgewood Avenue has a concrete curb on the right shoulder. The grassy median is bounded with a concrete curb.

For example, the new extension of Edgewood Avenue between Interstate 69 and Interstate 70 will look similar to the Ronald Reagan Parkway between Stafford Road and U.S. Route 40 in the City of Plainfield, Indiana.

Convert Edgewood Avenue into a five lane (5) road between Interstate 69 and Interstate 74. The fifth lane is a continuous left-turn lane down the middle of the road. Edgewood Avenue has an interchange on Interstate 74.

Construct an extension for Edgewood Avenue between Interstate 74 and Shelby County Road 900 West at the Shelby County Line.

At Interstate 74, Edgewood Avenue will head east and connect with Shelby County Road 1100 North on the east side of Shelby County Road 900 West.

Second example, construct an extension for County Line Road between Interstate 70 and Indiana State Route 67. County Line Road has an interchange on Interstate 70.

Construct an extension for County Line Road between Paddock Road and Indiana State Road 37.

This extension of County Line Road will run in a straight line (due west) and connect with the existing County Line Road on the west side of Paddock Road.

County Line Road is a four lane (4) divided road between Interstate 70 and Interstate 69. County Line Road Eastbound is two (2) travel lanes and County Line Road Westbound is two (2) travel lanes.

County Line Road will have a 10 foot to 12 foot grassy median between Interstate 70 and Interstate 69. The grassy median is bounded with a concrete curb.

County Line Road Eastbound has a concrete curb on the right shoulder.

County Line Road Westbound has a concrete curb on the right shoulder.

Construct an extension for County Line Road between Indiana State Route 39 and Interstate 70.

This extension of County Line Road will run in a straight line (due west) and connect with the existing Hendricks County Road 900 South on the west side of Indiana State Route 39.

Convert County Line Road into a six-lane (6) divided road between Interstate 69 and Interstate 65. County Line Road Eastbound is three (3) travel lanes and County Line Road Westbound is three (3) travel lanes.

County Line Road will have a concrete median that measures ten feet (10) in width and eight (8) inches in height between Interstate 69 and Interstate 65.

County Line Road Eastbound has a concrete curb on the right shoulder.
County Line Road Westbound has a concrete curb on the right shoulder.

Construct an extension for County Line Road between Interstate 65 and Shelby County Road 800 North.

This extension of County Line Road will run in a straight line (due east) and connect with the existing Shelby County Road 800 North at the Shelby County Line.

Construct an extension for Shelby County Road 800 North between County Line Road at the Marion County Line and Interstate 74.

County Line Road is a four lane (4) divided road between Interstate 65 and Interstate 74. County Line Road Eastbound is two (2) travel lanes and County Line Road Westbound is two (2) travel lanes.

Shelby County Road 800 North has an interchange on Interstate 74.

Another example, Stones Crossing Road is Johnson County Road 700 North

Construct an extension for Johnson County Road 700 North between Honey Creek Road and Interstate 65.

This extension of Johnson County Road 700 North will run in a straight line (due east) and connect with Interstate 65.

Convert Johnson County Road 700 North into a four lane (4) divided road between Interstate 69 and Interstate 65.

Johnson County Road 700 North Eastbound is two (2) travel lanes and Johnson County Road 700 North Westbound is two (2) travel lanes.

Construct an extension for Johnson County Road 700 North between Interstate 65 and Johnson County Road 300 East.

This extension of Johnson County Road 700 North will run in a straight line (due east) and connect with the existing Johnson County Road 700 North on the east side of Johnson County Road 300 East.

Construct an extension for Johnson County Road 700 North between Interstate 69 and Morgan County Line.

This extension of Johnson County Road 700 North will run in a straight line (due west) and connect with the Morgan County Line.

Construct an extension for Morgan County Road 1000 North (Dayhuff Road) between Kitchen Road and Johnson County Line.

This extension of Morgan County Road 1000 North (Dayhuff Road) will run in a straight line (due east) and connect with Johnson County Road 700 North on the east side of the Johnson County Line.

Thank you,
Thomas Ahler

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 02, 2017 11:05 AM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:leftysorenson@yahoo.com>]
Sent: Monday, May 01, 2017 7:43 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Steven

Last Name:
Sorenson

Street Address:
3025 Corbin Drive

City:
Indianapolis

State:
IN

Zip/Postal:
46217

E-mail:
leftysorenson@yahoo.com

Comments

The Southport under 69 option puts a lot of local traffic onto Belmont Avenue. Belmont Avenue is not equipped to handle even current traffic over the small bridge over Little Buck Creek. Belmont does not have clear lane markings and the edge of the road is crumbling in places, effectively narrowing the roadway. Improvements will also be needed on Kopetsky, as it is not a road that is used for general traffic, it more of just a driveway for businesses. Similar improvements for Kopetsky or other local roads would be needed for the Southport overroute as well.

Please thoroughly coordinate planning for local road improvements with the city. Southport Road West of the interchange ought to be two lanes or at least a dedicated turn lane available until past the Southern Dunes neighborhood due to all the traffic for the multiple neighborhoods along Southport Road.

Please thoroughly plan for local traffic during the construction phases. Southport Road already backs up for several cycles of the light during peak hours and

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 02, 2017 11:05 AM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [mailto:Travis_turner@ymail.com]
Sent: Monday, May 01, 2017 10:44 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Travis

Last Name:
Turner

Street Address:
1390 maple ct

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
Travis_turner@ymail.com

Comments
Why are we building a road when supposedly we can't afford to maintain our current roads.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Sharon Rose
Address 5970 S. Belmont Ave, Indianapolis, IN (Optional)
Phone (812) 343-5275 (Optional) Email S.Rose@roseandwalker.com (Optional)
Organization/Agency (if relevant) Rose Properties, LLC (Optional)
Date 5-2-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

After meeting with Jim Earle on May 1, I am requesting a review of the taking of property at 5970 S. Belmont Ave, Indianapolis. We would like to look at the possibility of staying at the property with revisions made by relocating the main entrance from it's current location to the southeast corner of the property, which intersects with Edgewood Avenue and Belmont Avenue. Also, extending the proposed retaining wall to allow the right-of-way to be moved east so as not to impact the building. If this is feasible, then we can reconfigure our parking lots to accomodate these changes.

I have included a topographical site plan showing property lines. Also enclosed is a site plan that shows current Specs used for the main entrance.

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 1:59 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:jeffinspects2017@gmail.com>]
 Sent: Wednesday, May 03, 2017 4:53 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Jeff

Last Name:
 Dickey

Street Address:

7333 W Travis Road

City:
Greenwood

State:
IN

Zip/Postal:
46143

E-mail:
jeffinspects2017@gmail.com

Comments
I strongly support a sound barrier wall on the northeast corner of the intersection.

STRONGLY SUPPORT AND ENCOURAGE THE BARRIER WALL.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name JOHN DAILY
Address 890 E. WASHINGTON ST. MARTINSVILLE, IN 46151 (Optional)
Phone () _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 5 4 17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

BRIDGE ON OLD HIGHWAY STATE ROAD 37
LOCATED NEAR INTERSECTION WITH 37 + 69 SOUTH
SHOULD BE REPLACED AS IT MAKES IT
HARD TO ENTER MY 141 ACRES!
COULD BE A DISASTER!



Property Owner Contact Form

The purpose in providing you this form is for INDOT to learn of property owners that may be interested in working with INDOT on the mitigation program for Section 6 of I-69. Such information will allow us to call, email or mail pertinent information to the interested property owner.

Please understand that the completion of this form does not constitute anything other than providing contact information.

Directions – Please circle the correct statement:

- 1. What is your best means of being contacted?
 Letter Email Telephone

Please provide the following information:

Name (Please Print): JOHN DAILY
 Address: 890 E. WASHINGTON ST.
 City, State, Zip: MARTINSBURG, IN. 46151
 Email: _____
 Telephone (Home): _____
 Cell Phone: _____

- 2. How large of a property do you have?
 < 10 acres 10-50 acres > 50 acres Unsure/Unknown > 141 ACRES

If you are thinking of using land with an address different from that listed above, please identify this proposed "mitigation address" below in the lines provided OR give a good description of its location. Please use the back of this form if you would like to draw a map with references on this proposed "mitigation property":

PROPERTY LOCATED 169 & 37 AT EDGE OF MARTINSBURG
INTERSECTION WITH OLD STATE ROAD 37

Please return form to the name and address below or hand-in at the Public Hearing. Any questions, please call Daniel Townsend at 800-423-7411 or dtownsend@lochgroup.com

Daniel Townsend
 Lochmueller Group, Inc.
 6200 Vogel Road
 Evansville, Indiana 47715

John Daily

 Signature

5 4 17

 Date



INDIANA DEPARTMENT OF TRANSPORTATION

As we receive and use public (federal) funds, the Indiana Department of Transportation (INDOT) has developed this survey to ensure our programs do not result in discrimination. This survey gathers data about the beneficiaries of federal-aid highway programs and activities (23 CFR 200.9 (b)(4)). INDOT is distributing this voluntary survey to make sure our projects benefit everyone equally. Your response is important as it helps us better serve you.

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 the Title VI of the Civil Rights Act of 1964, as amended and its related statutes and regulations.

If you have questions regarding INDOT's responsibilities under Title VI of the Civil Rights Act of 1964 or the Americans with Disabilities Act (ADA), please contact INDOT's Title VI/ADA Program Management office at 100 North Senate Avenue, Room N750, Indianapolis, Indiana 46204, (317) 234-6142, FAX (317) 233-0891. In addition, please visit the INDOT Title VI Resource page at: <http://www.in.gov/indot/2751.htm>.

You may return the survey to the registration table (if you received this survey while attending a public meeting or hearing), and if you are receiving this survey as part of a project mailing and choose to participate, please reply using the information contained within the survey.

INDOT TITLE VI PUBLIC INVOLVEMENT SURVEY

Date (month, day, year): 5 4 17 Project Name: 169 SECTION 6

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 +

How will this information be used?

- INDOT will monitor, track and document data received as a result of this survey in an effort to comply with Title VI of the Civil Rights Act of 1964.
- Documentation is submitted to the Federal Highway Administration (FHWA) for evaluation and review.
- INDOT makes changes and modifications to its program and project development activities based upon this information.

How should I submit this information to INDOT?

- **Mail** to the INDOT Office of Public Involvement, Indiana Government Center North, Room N642, Indianapolis, Indiana 46204; ATTN: Rickie Clark (317) 232-6601; E-mail rclark@indot.in.gov; Visit <http://www.in.gov/indot/2366.htm>



Holliday, Lamar

From: Holliday, Lamar
Sent: Tuesday, May 09, 2017 3:20 PM
To: 'Bill Richardson'
Subject: RE: I-69 Section Six

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Bill Richardson [mailto:bill@mallowrun.com]
Sent: Friday, May 05, 2017 10:08 AM
To: Rubin, Sarah <SRubin@indot.IN.gov>; Holliday, Lamar <LHolliday@indot.IN.gov>
Subject: I-69 Section Six

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello Sarah & Lamar,

Thank you for taking our input.

As owners of Mallow Run Winery, and our event venue, The Sycamore, we are concerned about the changing traffic flow caused by the I-69 project as it pertains to the cutting off of Whiteland Rd by the interstate, and the SR 144 exit that will become the new route to our businesses from the highway.

We frequently have large trucks delivering fruit and supplies to our businesses, and we are worried that these trucks will come off of I-69 at SR 144 and look for the shortest route to our business. The shortest route will put them on a very small county road, CR 625 W. This intersection is already a dangerous intersection with limited visibility due to a hill and odd angle of intersection.



In addition to our businesses, we and other farmers in the area use large trucks to haul grain during the Fall and this change of traffic route will affect the community significantly in this way as well.

Something will need to be done to address this potential traffic pattern.

We suggest

- 1) Designating a truck route to try to encourage trucks to avoid this path, and instead use a route to the round-a-bout at Whiteland Road, and then proceeding west on Whiteland Road.
- 2) Make improvements
 - at the intersection of SR 144 & CR 625W to widen the turn areas
 - along CR 625W to widen to allow trucks and residents' vehicles to pass more easily
 - at the intersection of CR 625 & Whiteland Rd to widen turn areas.

Thank you for accepting these comments.

Please feel free to contact me with questions.

Bill Richardson

Bill Richardson
 Mallow Run Winery
 6964 W Whiteland Rd
 Bargersville, Ind 46106
 317-422-1556
www.mallowrun.com
www.sycamoreevents.com

I-69 Section 6 Project Office
7847 Waverly Road
Martinsville, Indiana 46151

Re: Comments on Indiana Department of Transportation Tier 2 Draft Environmental Impact Statement for Section 6 of Interstate 69.

Dear Sirs:

Hanson Aggregates Midwest LLC (Hanson) owns and operates the Harding Street Quarry located at 4200 South Harding Street, Indianapolis, Indiana 46217. Hanson wishes to make the following comments on the Indiana Department of Transportation Tier 2 Draft Environmental Impact Statement for Section 6 of Interstate 69 (DEIS) and have the comments incorporated into the public record.

Hanson appreciates that Indiana Department of Transportation (INDOT) project team has met with local management from Hanson on several occasions in 2016 and 2017 to discuss the potential impacts Section 6 of I-69 is expected to have on Harding Street Quarry. Unfortunately, the DEIS did not accurately reflect the entirety of the discussions at these meetings. For instance, the statement in Section 5.15.3.4 on Page 5.15-4 that Hanson "*plan(s) to continue pit quarrying aggregate limestone through 2024*" is grossly incorrect. For the record, Hanson plans to operate Harding Street Quarry for an additional **40 years or more** if it is not impacted by Section 6 of I-69. The statement in the last paragraph in Section 5.15.3.4 on Page 5.15-4 "*They expect to reach the south limit of the quarry with full depth excavation in about two years*" and the subsequent sentences, however, are indeed correct.

The size of the proposed taking of the Harding Street Quarry is by far the largest taking planned from any one landowner within Section 6 of I-69. Paragraph three in Section 5.15.3.4 on page 5.15-4 states that the impact to Harding Street Quarry from Alternative C1 is 41 acres and the impacts from Alternatives C2, C3 and C4 are 66 acres in each case. Hanson will lose 57% of its recoverable reserves if Alternative C1 is selected and 77% of its recoverable reserves if Alternatives C2, C3, or C4 are selected. Section 5.15.2 on Page 5.15-1 states that the researchers and developers of the DEIS calculated potential impacts to mineral resources within Section 6 of I-69, also used field verification, and believe the impacts to mineral resources to be conservative. Hanson does not believe the researchers and developers of the DEIS fully evaluated potential impacts to Harding Street Quarry.

The elimination of a significant source of limestone in the Southern Indianapolis market should be a huge concern to INDOT and Indiana citizens as a whole. Section 4.3.1.5 Minerals

on Page 4.3-10 states limestone is an important mineral resource in the vicinity of Section 6 of I-69. Section 5.15.4.3 Limestone on Page 5.15-4 states that there are no quarries other than Harding Street Quarry within Section 6 of I-69. Section 5.27 on Page 5.27-1 states considerable amounts of construction materials such as cement, aggregate and bituminous materials will be committed to the construction of this project. So, why is INDOT recommending adoption of an alignment that will impact 77% of the future limestone reserves at Harding Street Quarry particularly when the largest customers that use limestone from Harding Street Quarry are contractors working on INDOT projects, County Highway Departments, or INDOT themselves. Over 50% of the sales from Harding Street Quarry end up in highways or highway related projects.

In fact, in 1997, the United States Government filed a lawsuit seeking to stop the consolidation of the aggregate business in Marion County. Martin Marietta Materials, Inc. ("Martin Marietta"), the owner of the Kentucky Avenue Quarry in Marion County, sought to purchase American Aggregates Corp. ("American Aggregates") from CSR America, Inc. ("CSR America"). American Aggregates was the owner of the Harding Street Quarry at the time. The United States Government sought to enjoin the sale because a combination of the two most significant competitors in the aggregate market in Marion County, Indiana would lessen competition in the sale of aggregates in Marion County. According to the Competitive Impact Statement filed by the Government, having control over the Marion County aggregates market would allow Martin Marietta to "increase the price of aggregate in Marion County," to the detriment of INDOT and local jurisdictions in Marion County. So, the Government required Martin Marietta to sell the Harding Street Quarry in 1997 to preserve open competition and low prices. Eliminating the Harding Street Quarry from the Marion County market will create the exact anti-competitive scenario that the United States Government fought hard to protect for the benefit of INDOT.

Section 5.8.5.3 Relocation Assistance on page 5.8-51 states that the "*project team has identified potential opportunities to avoid and minimize impacts to affected properties*". Section 5.14.4 on page 5.15-8 states "*impacts to commercially owned resources would be compensated as provided by INDOT's uniform Relocation Assistance Program*". It further states "*existing commercial business operations would also be eligible for payment of damages for harm to their existing businesses*". Limestone quarries such as Harding Street Quarry cannot be relocated. A number of critical factors affect the location of a quarry. A quarry requires the correct geology, large acreage, heavy industrial zoning, access to major highways, proximity to market and numerous other attributes. Quarries cannot be simply moved to another location. Has INDOT project team and its appraisers identified a suitable location to move Harding Street Quarry to? Has INDOT calculated the potential payment of damages that will be required to compensate Hanson for the loss of 77% of its reserves in their budget for right of way acquisition? Table 6-42 on page 6-102 does not appear to adequately account for potential payment of damages to Hanson for loss of reserves at Harding Street Quarry.

Hanson does not believe the project team has adequately assessed the engineering feasibility or costs of construction the new interchange of I-69 and I-465 particularly as the design involves a taking of 66 acres of property from Hanson, part of which includes an

excavated quarry to a depth of 375 feet below surface. Hanson estimates that in order for the implementation of any one of the Alternatives C1, C2, C3 or C4 an existing void space of 8 million cubic yards will have to be filled before highway construction can start at an estimated cost of \$20-30 million dollars to ensure stable fill is constructed that will support the future interstate.

Hanson suggests that INDOT consider another alternative developed by Hanson engineering staff that minimizes impacts to Harding Street Quarry by moving the proposed intersection and alignment of I-465 further south by a short distance. Hanson realizes that this will further increase the impacts to Sunshine Gardens. The current design has 17 houses in Sunshine Gardens impacted by the alignment of I-465. The Hanson alternative has an additional 13 houses in Sunshine Gardens impacted by its realignment design. While the impacts to Sunshine Gardens will increase, the overall cost of the project will decrease as INDOT will not be required to pay such large acquisition costs for the Harding Street Quarry for loss of reserves. A copy of the proposed Hanson realignment of I-465 and the intersection of I-69 and I-465 is attached for your consideration.

In addition to the above comments Hanson believes that INDOT should not impact Harding Street Quarry for the following reasons:

1. Harding Street Quarry is the largest single landowner to be impacted by the proposed development of Section 6 of I-69.
2. Harding Street Quarry is a potential source of construction materials for many future public sector transportation projects, including the I-69 project, and impacting the quarry will remove 77% of the reserves which makes no sense.
3. Harding Street Quarry has been located in its current position close to I-465 for over a half a century. The development of the quarry has taken the proximity of I-465 into account in its development. Any adjustment to the current highway right of way has the potential to significantly impact minable reserves at Harding Street Quarry.
4. Setbacks from the I-465 are well established including the presence of a protection berm to stop any potential vehicle accidents from entering the quarry. Any reduction in the setbacks and removal of the berm will expose Harding Street Quarry to the public and pose a significant danger.
5. Harding Street Quarry, as part of its normal operations, carries out regular blasting activities. The setbacks from I-465 were established to ensure all blasting activities would be carried out at a safe distance from I-465 so as not to endanger the public. Any reduction of these setbacks will pose a potential danger to the public using I-465.
6. Harding Street Quarry, unlike other businesses affected by the construction of Section 6 of I-69 cannot be relocated and thus INDOT will incur a significant claim for compensation which can be avoided by not impacting Harding Street Quarry.
7. Hanson acquired the Harding Street Quarry because of a compelled divestiture by Martin Marietta required by the United States Government to avoid an anti-competitive marketplace. Taking the Quarry will create the anti-competitive

marketplace that the United States Government took action to avoid, harming the citizens of greater Indianapolis.

Although the current mine plan used the current right of way to establish the pit limits, Hanson does believe certain steps can be taken to use a portion of the setback area in the design of I-69 and I465 intersection. Hanson engineers estimate that 50 feet of the current earthen berm area could be considered in the intersection design as long as INDOT can adequately stabilize Harding Street Quarry's final setback area and safely separate the highway from the mining operation. A potential cross section is attached to provide some detail.

Hanson wishes to thank you for the opportunity to provide comments on the DEIS and as stated above wishes to have its comments incorporated into the public record for considerations as the process moves forward to a final EIS.

Sincerely

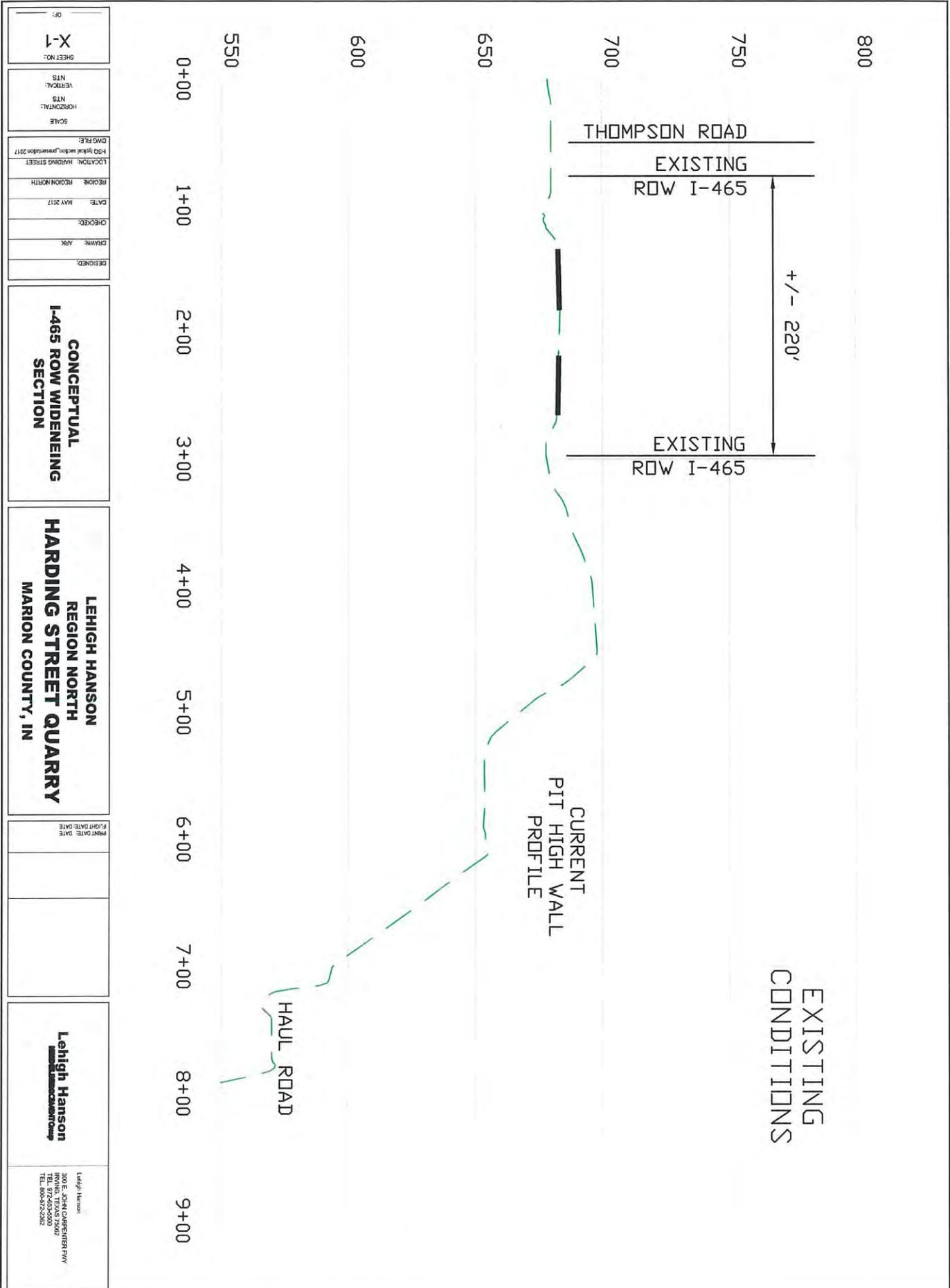
Hanson Aggregates Midwest LLC

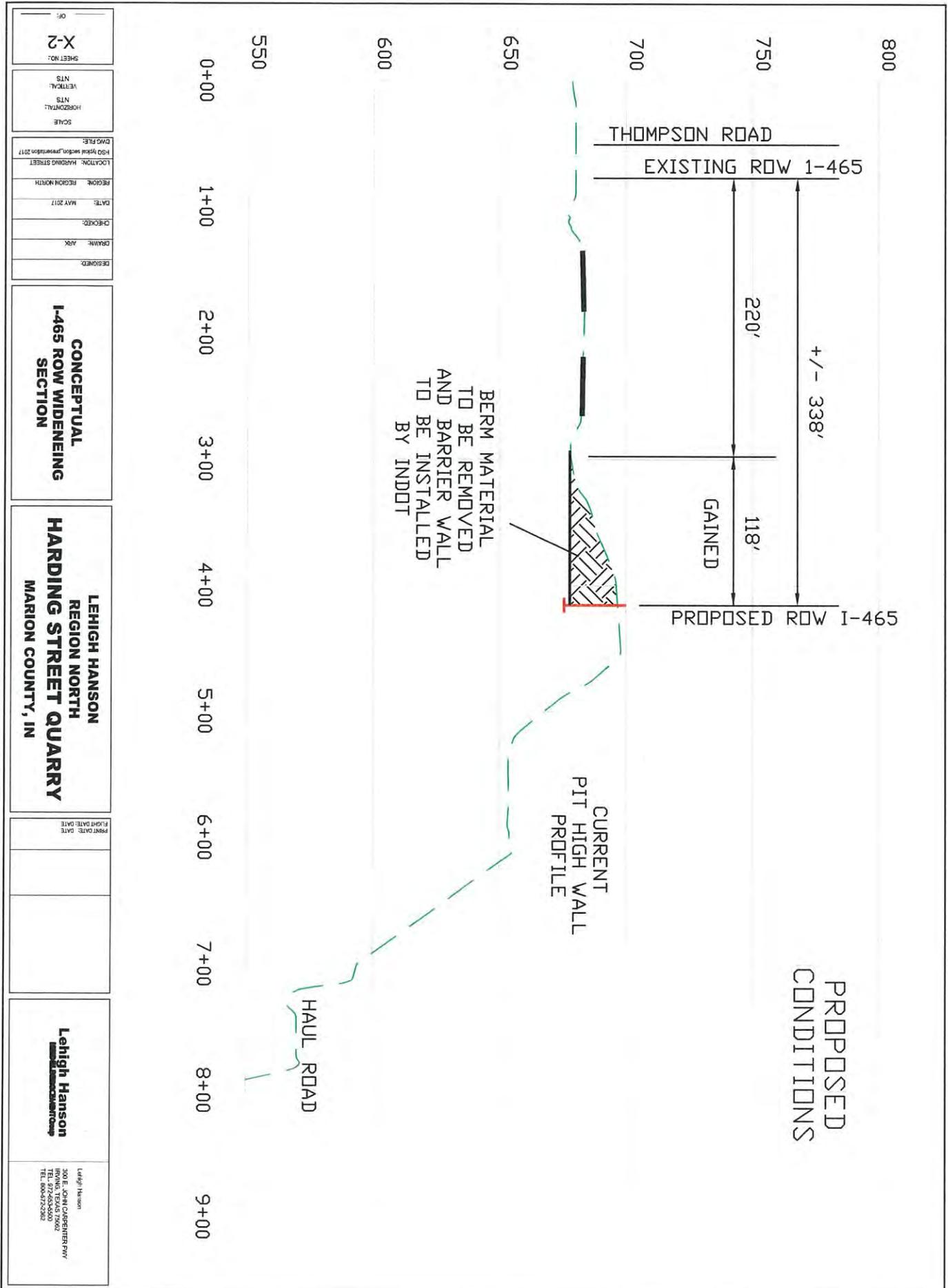


Ron Tipton

Vice President – General Manager

Encl.





DESIGNED:	DATE:	LOCATION:	DWG FILE:
DRAWN:	CHECKED:	REGION:	H&O Title: section, presentation 2017
DATE:	MAY 2017	REGION NORTH	
SCALE: HORIZONTAL: NTS VERTICAL: NTS			
SHEET NO.: X-2			

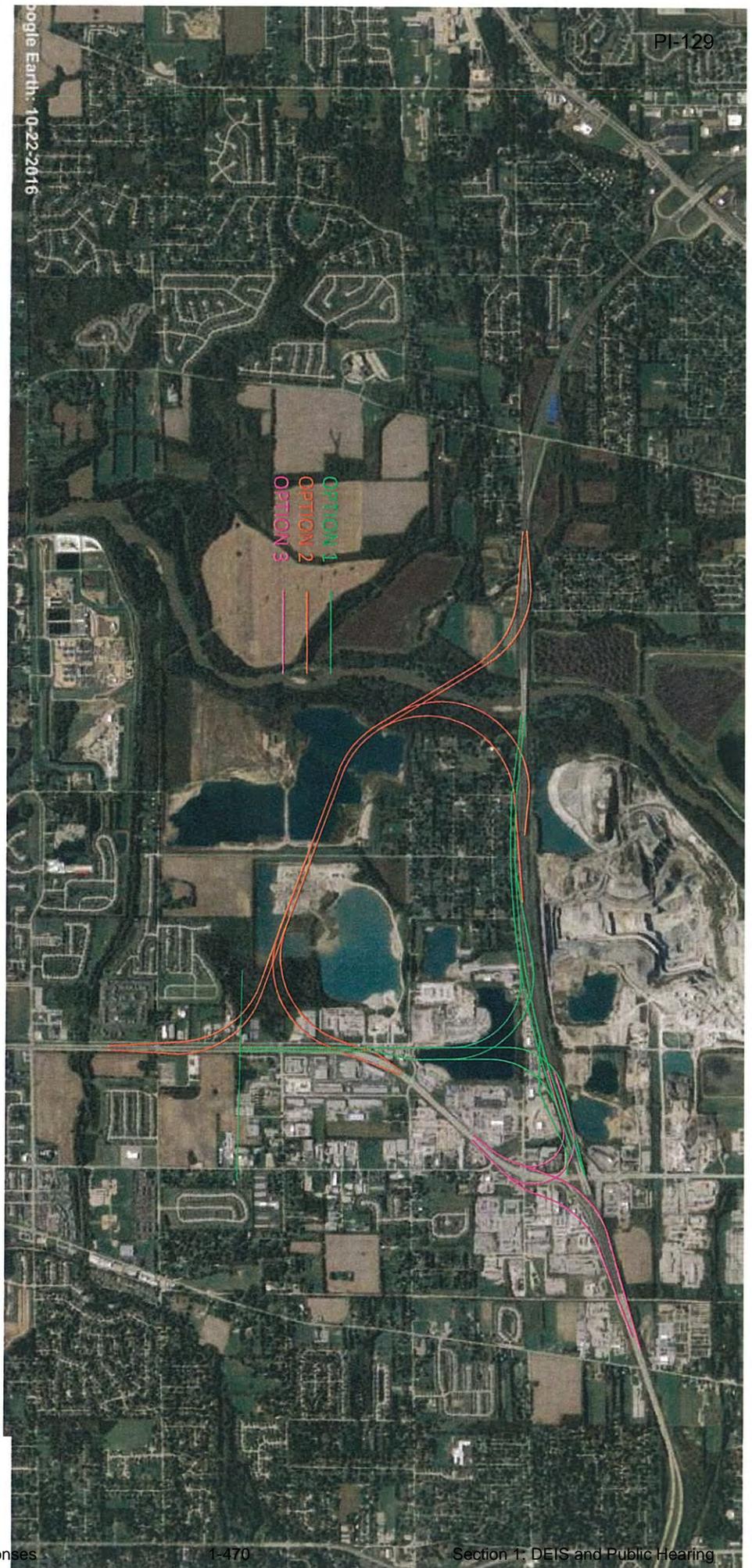
CONCEPTUAL I-465 ROW WIDENING SECTION

LEHIGH HANSON REGION NORTH HARDING STREET QUARRY MARION COUNTY, IN

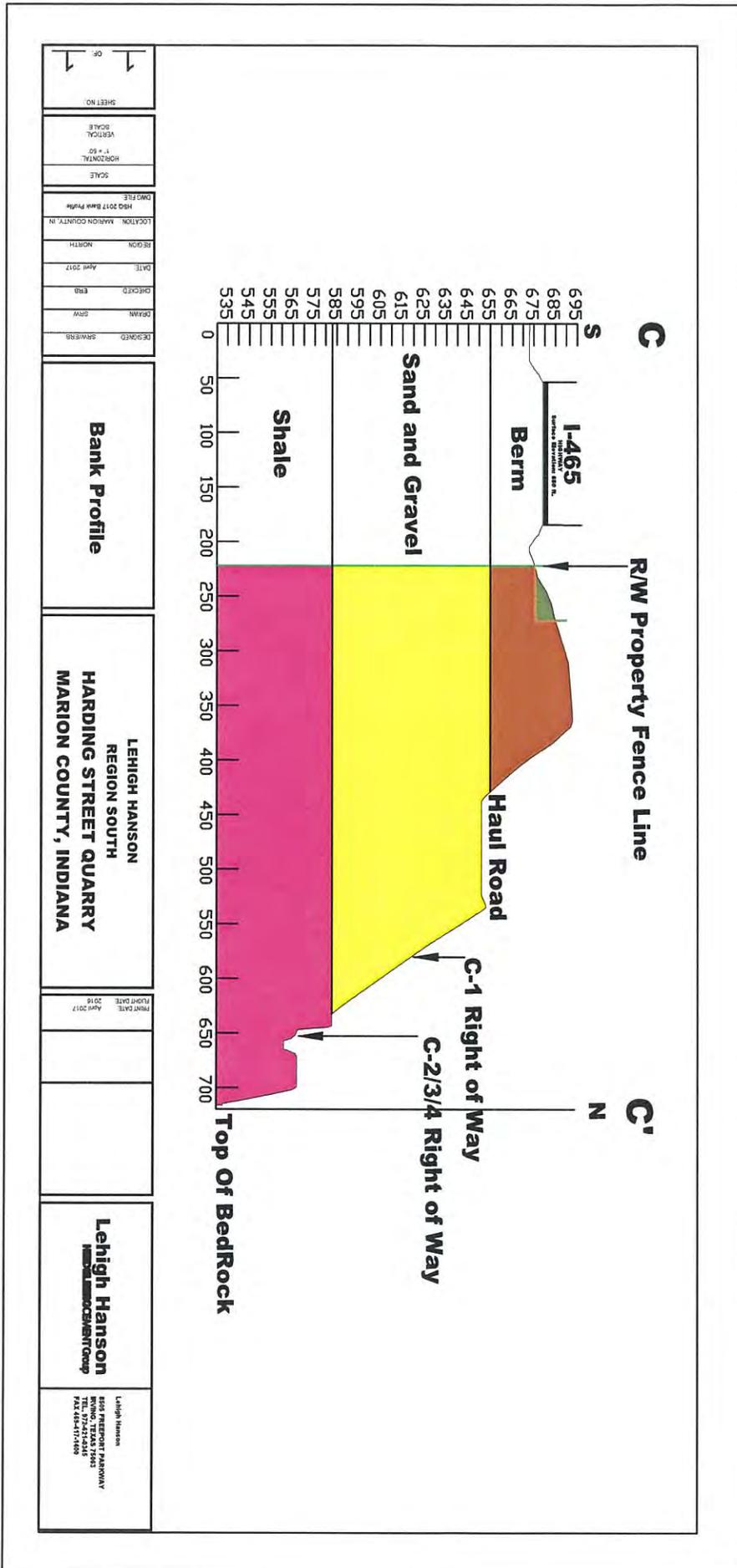
PRINT DATE:	DATE:

Lehigh Hanson
 300 E. JOHN CARBENTER Pkwy
 MARIETTA, GA 30067
 TEL: 770.533.5500
 TEL: 800.972.5262

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Google Earth - 10-22-2016



Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:03 PM
To: 'Katherine Jamriska'
Subject: RE: Indiana American Water DEIS Comments

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Katherine Jamriska [mailto:Katherine.Jamriska@amwater.com]
Sent: Friday, May 05, 2017 1:22 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Cc: Katherine Jamriska <Katherine.Jamriska@amwater.com>
Subject: Indiana American Water DEIS Comments

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Attached are Indiana American Waters comments regarding the I-69, section 6- Martinsville to Indianapolis DEIS. A copy of this letter has also been mailed to the INDOT- section 6 office. Please review and let me know if you have any questions.

Thank you!

Katie Jamriska
Indiana American Water

317.881.0270- Office | 317.300.4779- Mobile

katherine.jamriska@amwater.com
www.amwater.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of American Water Works Company Inc. or its affiliates. The recipient should check this email and any attachments for the presence of viruses. American Water accepts no liability for any damages caused by any virus transmitted by this email. American Water Works Company Inc., 1025 Laurel Oak Road, Voorhees, NJ 08043
www.amwater.com



AMERICAN WATER

Indiana American Water
Central Indiana Operations
2501 Endress Place
Greenwood, IN 46143
317.881.0270

May 3rd, 2017

Ms. Sarah Rubin
INDOT Project Manager
7847 Waverly Road
Martinsville, IN 46151

Ms. Rubin:

Indiana American Water- Johnson County has the following comments regarding the INDOT I-69, Section 6, Draft Environmental Impact Statement (DEIS):

Chapter 5

- **5.19.4.2 Groundwater Analysis**

- Indiana American Water- Johnson County **MUST** have access to their facilities 24 hours a day 7 days a week. This treatment facility provides approximately 70% of the drinking water to the City of Greenwood. Therefore, access **MUST** be provided at all times.

Chapter 6

- **6.3.1.4 Subsection 5: Banta Road to Fairview Road**

- Indiana American Water- Johnson County does not agree with the recommendation of C2/C4 (constructing a continuous local service road along the west side of I-69). While it may provide better access and mobility for existing and future development, it puts the drinking water treatment facility in danger. In danger of security breaches, ground water contamination, facility damage due to vehicle accidents, and releases of hazardous materials.
- The Marlin Water Treatment Facility, which will be situated in the middle of an S-curve, if a frontage road is added, provides approximately 70% of the drinking water to the City of Greenwood residents. In addition, the treatment facility maintains various chemicals and gases on site.
- Aside from the above reasons, we also do not want to draw attention to the facility. Drinking water facilities are critical infrastructure under Homeland Security. Having increased traffic due to a frontage road in this area would bring unwanted attention to the treatment facility.

Chapter 7

- **7.3.4 Construction**

- #8- Spill Prevention/Containment: Indiana American Water- Johnson County would like to be included on the list of recipients of the spill response plan. We would like the response plan to include a list of

all potential chemicals to be stored within our wellhead protection area ahead of construction. In addition, while construction is taking place within the wellhead protection area, these extra protocols should be employed: daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application.

- #12- Traffic: Indiana American Water- Johnson County **MUST** have access to their facilities 24 hours a day 7 days a week. This treatment facility provides approximately 70% of the drinking water to the City of Greenwood. Therefore, access **MUST** be provided at all times.
- #17- Borrow Sites/Waste Disposal: Indiana American Water- Johnson County requests that all solid waste generated by clearing and grubbing, demolition or other construction practices be moved to locations outside of the wellhead protection area. Prior to their use, borrow sites must be assessed for impacts to the wellhead protection areas as well as the stated resources.

- **7.3.14 Water Quality Impacts**

- #8- Spill Prevention/Containment: Indiana American Water- Johnson County would like to be included on the list of recipients of the spill response plan. We would like the response plan to include a list of all potential chemicals to be stored within our wellhead protection area ahead of construction. In addition, while construction is taking place within the wellhead protection area, these extra protocols should be employed: daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application.
- #9- Road Salt Spray and Salt Runoff: Indiana American Water- Johnson County would like to request that no salt be applied to roads within their wellhead protection area. Due to the concern with runoff it puts the utility at risk for an increase in sodium levels in their source water.

Please review the comments and contact me should you have any questions or need additional information.

Sincerely,



Katie Jamriska
 Supervisor of Water Quality
 Indiana American Water
 katherine.jamriska@amwater.com
 317.881.0270 x4808

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:12 PM
To: 'NANCY STOVALL'
Subject: RE: comment about C4 plan

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: NANCY STOVALL [mailto:nwod@comcast.net]
Sent: Sunday, May 07, 2017 10:38 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: comment about C4 plan

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

I am submitting a request for a sound barrier wall to be placed at the Wakefield West subdivision. This neighborhood is located north of Smith Valley Road and south of Fairview Road, on the east side of SR37.

The level of traffic noise is already loud enough to be a nuisance, but I have concerns that it may increase with the addition of extra lanes and more traffic. My previous home backed up to I465, which is 6 lanes, and, of course, has no stoplights. I could not talk on the phone in the back yard due to the noise level. It also was a deterrent when I tried to sell my home. The same situation would likely hold true for I69.

I am also requesting a wall for the Wakefield West neighborhood as a safety measure. If a wreck occurs on I69 where Wakefield Road goes along beside it, a vehicle or debris could come flying toward our neighborhood. We have many bicyclists and people walking dogs that could be put in a dangerous situation, because they are close to the highway with no protective barrier.

Many residents of the Wakefield West subdivision have signed a petition requesting a wall for the above reasons. This petition has been submitted to the I69 office, and I hope the committee in charge will sincerely consider our request.

Thank you,

Nancy Stovall

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:24 PM
To: Beatty, Alex
Subject: FW: I-69 Comments
Attachments: Scan_Glass, Linda L._16_47_08-05-2017.pdf; Scan_Beatty, Alex_16_43_08-05-2017.pdf

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Beatty, Alex [mailto:Alex.Beatty@FaegreBD.com]
Sent: Monday, May 08, 2017 4:50 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>; Earl, James <JEARL@indot.IN.gov>; Rubin, Sarah <SRubin@indot.IN.gov>
Subject: I-69 Comments

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Sarah and Jim,

See my comments regarding the I-69 Section 6 project and, specifically, County Line Road. If you have any questions, please do not hesitate to ask.

Best,

Alex Beatty

Associate

alex.beatty@FaegreBD.com [Download vCard](#)

D: +1 317 569 4631 | M: +1 317 910 2771 | F: +1 317 569 4800

Faegre Baker Daniels LLP

300 N. Meridian Street | Suite 2700 | Indianapolis, IN 46204, USA

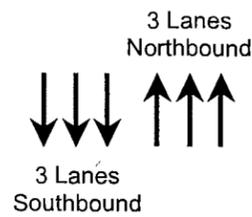
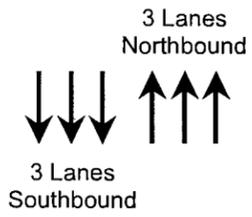
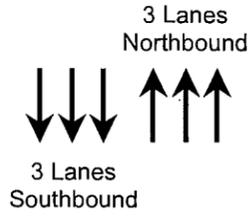
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I-69 Section 6

Smith Valley Road to Stop 11 Road Johnson and Marion County

#7

Preferred Alternative C4



Wicker Road
Under I-69

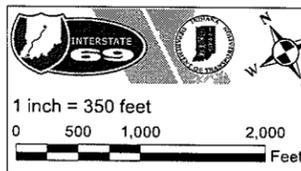
County
Line Road
Under I-69
(Interchange)

Fairview
Road
(Cul de Sac)

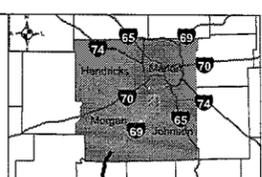
Bluff Road
(Cul de Sac)

Smith Valley
Road
Over I-69
(Interchange)

2015 Aerial



Roads Closed or Removed	Hospital	County Boundary	Through Lane
Driveaways	Police Station	Railroad	Climbing Lane
Bridges and Retaining Walls	Fire Station	Potential Location of Sound Barriers	
Roads	Recreational Facility	Potential Relocations	
Proposed Limited Access Right of Way	School	Existing Roads	
Proposed Right of Way	Cemetery	Rivers or Streams	



Alex Beatty, Esq.
Alex.Beatty@FaegreBD.com
 317 910 2771

Faegre Baker Daniels LLP
 300 N. Meridian Street ▼ Suite 2700
 Indianapolis ▼ Indiana 46204
 Main +1 317 237 0300
 Fax +1 317 27 1000

May 8, 2017

VIA EMAIL

Sarah Rubin
 Deputy Director of Public Private Partnerships
 Indiana Department of Transportation
SRubin@Indot.IN.gov

Re: Comments Regarding I-69 Section 6 Alignment

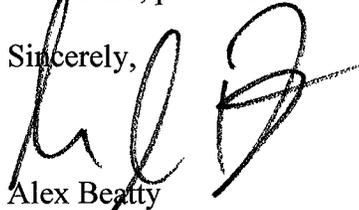
Dear Sarah:

Thank you for meeting with John Reeder and me to discuss the proposed intersection of Interstate 69 and County Line Road, and, specifically, those properties north of County Line Road in Marion County. As a follow-up to that conversation, we are submitting this letter to document the following comments regarding the preferred alignment of Interstate 69 at this location:

1. Please design the clover in the northeast quadrant of this intersection in such a way to maximize the utility of the parcel at the southwest corner of Bluff Road and County Line Road (State Parcel No. 49-14-21-111-004.000-500). This can be done by moving the right-of-way line as far west as possible and by rounding out the edges of the parcel taken so that the southwest corner of the remainder parcel not used for right-of-way purposes is as close to 90 degrees as possible.
2. Please ensure that the properties north of County Line Road and west of Morris Road have a curb cut and access to County line Road.

I have included a map to supplement the comments above and identify those portions of preferred Interstate 69 alignment that are referenced above. If you have any questions or would like further comments, please do not hesitate to contact me.

Sincerely,



Alex Beatty

MAB

Enclosure

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:28 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:asmsl@att.net>]
 Sent: Monday, May 08, 2017 6:58 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Anne

Last Name:
 Reams

Street Address:
709 Burton Place

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
asmsl@att.net

Comments

I live at the intersection of Burton Lane and Burton Place. With the overpass going across 37/69 to nowhere I will have an increased amount of traffic and since the ramp will end at Mc Donalds my property is now worthless. I don't understand why this is needed. Not only will it take away my Children's school it will not serve a purpose since the 39 bypass is right there.

The retaining wall that will be put up behind the houses will only serve as a drug hide a way. The interstate will completely leave Martinsville a ghost town or a new meth capitol. Also, no one thought of a sound barrier by the plaza that will all be empty stores, there is a neighborhood behind there that no one really cares about.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:18 PM
To: 'Bowling, Ann Marie'
Subject: RE: I69 - Section 6 - Comment Submission

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Bowling, Ann Marie [mailto:abowlin2@IUHealth.org]
Sent: Monday, May 08, 2017 12:52 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: FW: I69 - Section 6 - Comment Submission

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Comment attached

Ann Marie Bowling

317. 963.7915 (office) | 317.441.5127 (cell)

ABowlin2@IUHealth.org

From: Bowling, Ann Marie

Sent: Monday, May 08, 2017 11:45 AM

To: 'mjett@indot.in.gov'; 'SRubin@indot.IN.gov'

Cc: 'tnmiller@HNTB.com'; Moll, Bryan J

Subject: I69 - Section 6 - Comment Submission

Please see the attached for IU Health's comments regarding a Johnson County parcel owned by IU Health Morgan.

Many thanks.

Ann Marie Bowling

Manager - Corporate Real Estate

Indiana University Health | Gateway

950 N. Meridian St., Suite 1200 | Indianapolis, IN 46204

317. 963.7915 (office) | 317.441.5127 (cell)

ABowlin2@IUHealth.org

Find highly skilled primary care physicians at luhealth.org/primarycare



Indiana University Health

Corporate Real Estate
950 N. Meridian St., Suite 1200
Indianapolis, IN 46204

www.iuhealth.org

May 8, 2017

Mike Jett
Indiana Department of Transportation Real Estate
100 North Senate Av., IGCN Suite N601-RE
Indianapolis, IN 46204

re: Johnson County parcel 41-04-18-031-057.00-039 - Property Address W. County Road 144, Greenwood (IUH Morgan Parcel)

Mike:

As a follow-up to our meeting on April 13, 2017, below please find IU Health's comments regarding the proposed alignment and secondary roadways of the above referenced parcel. The current proposal, as illustrated below, essentially divides the IUH Morgan parcel in half leaving no value in the land or potential for future development.

Current Proposal Illustration





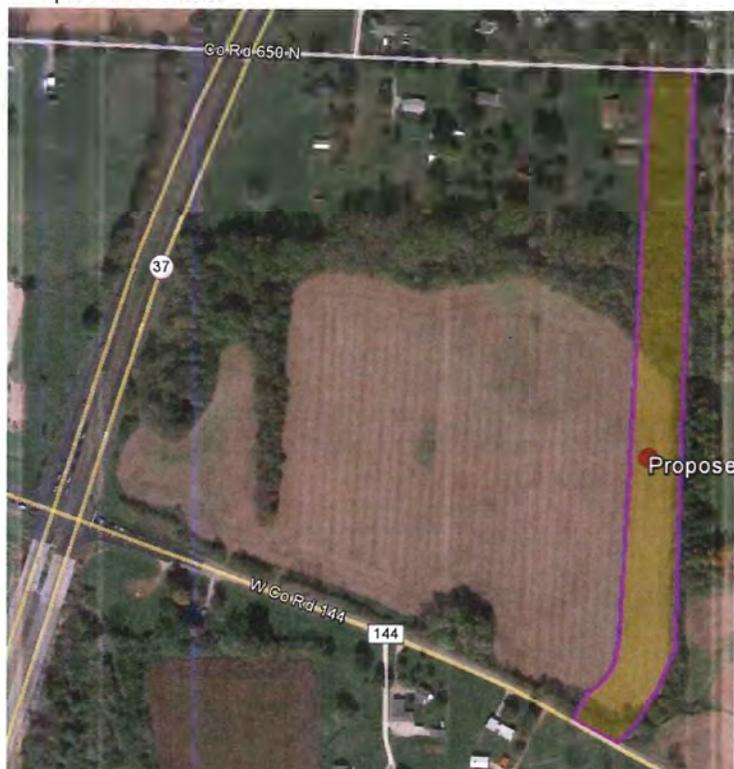
Indiana University Health

Corporate Real Estate
950 N. Meridian St., Suite 1200
Indianapolis, IN 46204

www.iuhealth.org

As shown below, IU Health proposes an alternative alignment with access from Travis Road from Parcel 41-04-18-042-062.001-054, property address of Travis Rd owned by Jeffery A. Sr. & Karen M. Dickey (Proposed Parcel). The Proposed Parcel is a Residential Excess Acreage land type containing one (1) acre with approximately 86.46 feet of frontage on Travis Road. The Proposed Parcel connects to the southeast portion of the IUH Morgan Parcel leaving the majority of the acreage available for future use.

Proposed Parcel





Indiana University Health

Corporate Real Estate
950 N. Meridian St., Suite 1200
Indianapolis, IN 46204

www.iuhealth.org

Thank you for your consideration, we look forward to your favorable response.

Best Regards,

A handwritten signature in black ink that reads "Bryan J. Moll".

Bryan J. Moll, PLS
Director, Real Estate & Planning
bmoll@iuhealth.org
317.963.2848

A handwritten signature in black ink that reads "Ann Marie Bowling".

Ann Marie Bowling
Manager, Real Estate
abowlin2@iuhealth.org
317.963.7915

cc: Sarah Rubin - SRubin@indot.IN.gov
Tim Miller - tnmiller@HNTB.com
Larry Bailey - IU Health lbailey5@iuhealth.org
Justin Grant - IU Health - jgrant@iuhealth.org

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:28 PM
To: 'Carleen Peaper'
Subject: RE: I-69 Section 6 Comment Sheet

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Carleen Peaper [mailto:cpeap@aol.com]
Sent: Monday, May 08, 2017 5:53 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-69 Section 6 Comment Sheet

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

The Peaper family has owned over 35 acres in the 4200-4300 block of Bluff Road since 1909. We are part of the Southside German Market Gardeners Historic District and we were awarded the Hoosier Homestead Farm Centennial

Award by Governor Mitch Daniels in 2009. Approximately 50 years ago we lost acreage, along with the quiet and peaceful country life, when I-465 was initially built. The economic impact will be much greater at this time if we lose more ground due to the proposed I-69 initiative for many reasons including:

- — This will have a negative impact on property values. We now have 6 family homes built on the acreage.
- — Any loss of ground will reduce the amount of crops that can be raised which will result in a loss of annual income. This is a major concern now and for future generations.
- — The increase of noise, dust, etc. from the construction will have a negative impact on our vegetable crops.
- — The permanent increase of noise and vehicle pollution upon completion of the initiative is a great concern for the health of the residents and crops.
- — Closure of Bluff Road for reconstruction of the I-465 bridge will cause great traffic issues for our farm business as it will be a hardship for our customers to reach our business to pick up their produce orders. We also farm acres that are located south and west of I-465 and it will be difficult to transport large farm equipment if it is not possible to travel south on Bluff Road.
- — A devastating impact on our ground will likely come from water and drainage issues. The initial construction of I-465 caused a major amount of areal flooding on our ground and, in times of heavy rain, this flooding spread to our homes. At our own expense we had to install drainage ditches to manage the water flow. We are very concerned that the increased size of I-465 will exacerbate the flooding issue as water flow will increase greatly and the current drainage ditches are not equipped to handle the extra flow. There are also not any options to expand the ditches in order to manage the increased flow and there is great concern of future crop loss, as well as damage to the existing residences and buildings.

T Thank you,

P Paul Peaper

President of Peaper Brothers, Inc. located at 4247 Bluff Road

Homeowner of residences located at 4305 Bluff Road and 4315 Bluff Road

317-783-6112

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:19 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:ssonnega@morgancounty.in.gov>]
 Sent: Monday, May 08, 2017 1:34 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Steve

Last Name:
 Sonnega

Street Address:
659 East Washington Street

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
ssonnega@morgancounty.in.gov

Comments
Dear Sirs:

I am writing on behalf of several cycling and hiking enthusiasts to encourage INDOT to include biking/pedestrian lanes on one or more of the overpasses and access roads that cross SR 37 (I-69) towards the Morgan-Monroe Forestry. I have reached out to representatives of the City of Martinsville, the Central Indiana Biking Association (CIBA), the Knobstone Hiking Trail Association and the Central Indiana Wilderness Club and these organizations support the need for bike/pedestrian lanes to cross SR 37. My first concern is for public safety, as every year we have accidents, even fatalities, of pedestrians trying to beat the traffic and cross SR 37 in Martinsville. Bike/Pedestrian lanes would certainly allow for safer travel across the new I-69. Secondly, there is a tremendous potential for economic growth for the area as Martinsville is the gateway to the Morgan-Monroe Forestry and to beautiful Southern Indiana. Each year, hundreds of hikers and cyclists pass through Martinsville, and a trailhead located east of SR 37 (I-69), supported by and bike/pedestrian lanes across the highway, would be a great benefit to tourism in the greater Martinsville area. Lastly, Martinsville, as well as the State of Indiana, suffers from statistically higher rates of obesity and related health issues. Anything that the State, County and City can do to encourage outdoor activity can only work to promote healthier Indiana. Thank you.

Steve Sonnega

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:17 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

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Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:billneale6340@hotmail.com>]
 Sent: Monday, May 08, 2017 12:13 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 William

Last Name:
 Neale

Street Address:

10946 Hamilton Pass

City:
Fishers

State:
IN

Zip/Postal:
46037

E-mail:
billneale6340@hotmail.com

Comments

Ladies & Gentlemen: I am submitting these comments as a member of the family that owns the Walgreen's property in the northwest quadrant of the corner of State Road 37 and Ohio Street in Martinsville. The current beneficial owner is my mother-in-law, Claribel Stewart. This property has been owned by the Stewart family, and leased to Walgreen's, for many years. The ownership of this property reflects the family's support of the Martinsville area and, in particular, our belief in this particular location.

Walgreen's is the gateway to the northwest quadrant of Ohio street which contains a concentration of retail establishments. As a high-profile name brand that is open 24/7, the Walgreen's is important to the commercial prosperity of that quadrant as well as the City generally. The City of Martinsville will benefit when future travelers on I-69 are attracted to exit onto Ohio Street because they will recognize the Walgreen's at that interchange and may shop and dine at the various retail establishments in that quadrant. And, it goes without saying that residents of Martinsville and the surrounding communities depend on this Walgreen's for their prescriptions and other products that Walgreen's sells.

Our family strongly supports the development of a design solution for I-69 that would allow the continuation of the Walgreen's business at its current location. Should you have questions or wish to discuss this matter, please feel free to contact me at billneale6340@hotmail.com or 317-370-3094.

Sincerely, William R. Neale,
on behalf of the family of Claribel M. Stewart

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:31 PM
To: 'Chip Keller'
Subject: FW: Section 6 Comment Letter
Attachments: May 8 LETTER TO INDOT SECTION 6.docx

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

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Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Chip Keller [mailto:chip.keller@gmail.com]
Sent: Tuesday, May 09, 2017 8:32 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 Comment Letter

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Please see attached.

Thank you~

--

Chip Keller



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This message and any attachments are confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of this message or any attachment is prohibited. If you have received this message in error, please notify me immediately by returning it to the sender and delete this copy from your system. Thank you.

May 8, 2017

I-69, Section 6
Indiana Department Transportation Section 6, Project Office
7851 Waverly Road
Martinsville, IN 46151
Attn: Ms. Sarah Rubin, Section 6 Manager
Re: Public Comment for I69, Section 6

Dear Ms. Rubin,

Thank you for giving the public this opportunity to have input into the planning process of Section 6. As a passionate advocate, city councilman and citizen of Martinsville, the importance of properly planning for I69 cannot be overstated.

I agree with the route in general but have a few specific comments. While I realize that not all businesses can remain unaffected by the creation of an interchange at Ohio Street, I do think the southbound exit lane on the west side of the interchange should be altered to allow the Walgreens property to remain as is. While I see that commercial area on the southwest corner of Ohio Street changing over time, I believe Walgreens is an “anchor” to this commercial area that should be accommodated.

I would also request that the design of all interchanges be made as pedestrian/bicycle friendly as possible. Separate pedestrian lanes beyond a simple sidewalk are needed to connect the heart of downtown Martinsville to the east side of town and the Knobstone Trail that goes from Indy to Bloomington.

At SR252, I would like to see INDOT complete the road upgrade of Hospital Drive all the way to Morgan Street. At Grand Valley Blvd., I would also request INDOT complete the street upgrade of South Street all the way to Ohio Street. The City of Martinsville deserves a “little extra” effort and resources since unlike other areas of I69 it cuts right through the middle of our City.

My last request deals with aesthetic issue and treatments. Since construction of I69 certainly runs right through the middle of Martinsville, the appearance of I69’s interchanges and overpasses is even more important than other areas of I69 where it only borders the edges of municipalities. As people drive along I69 through Martinsville, the interstate will appear to be part of the City. “Quality of place” is a critical piece to economic development. The three interchanges (SR252, Ohio Street, and Morton Avenue/39 bypass) need to welcome visitors and mark our community as distinctive from other places and attractive as an area to reside, work, and visit. While I view no one interchange as “the” gateway into Martinsville, I do view each as an opportunity to brand Martinsville and welcome visitors into our City. Instead of plain, simple concrete monoliths, the interchanges and overpasses should be designed to be architecturally creative and appealing. Proper and attractive “way-finding” signage should also be incorporated in the areas immediately surrounding the local access roads and interchanges. Again the goal should be to brand our community as distinct and welcoming.

Thank you again for allowing me the opportunity to provide my thoughts on I69, Section 6. As a resident and Common Councilman for the City of Martinsville, I look forward to working with INDOT to make the

most of the challenges and opportunities Section 6 presents. Please do not hesitate to contact me if needed.

Sincerely,

A handwritten signature in blue ink, appearing to read "William R. Chip Keller". The signature is fluid and cursive, with a long horizontal stroke at the end.

William R. Chip Keller

Apartments were roughly half completed; construction had ceased at some point prior to early 2005 and at the time of our acquisition construction of the original eight buildings had been halted. The level of completion of those eight buildings ranged between 20% and 80%. We completed construction of 192 units in a 2006 timeframe.

At the time the property was sold to us we were unaware that extension of I-69 along the route of SR 37 was under consideration. At some point in 2006 or 2007 we were invited to several meetings with INDOT representatives that outlined the three different routes for the extension of I-69 that were then under consideration. We concluded that the obvious choice was the route that intersected with I-465 at Mann Road. Certainly, both land acquisition and construction at the Mann Road location would be dramatically less costly than extension of I-69 along SR 37.

We then concluded that there was little chance that the SR 37 route would be selected.

In a 2009 time frame, we moved forward with development of Aspen Lakes Phase Two and constructed 130 additional units in what are now Buildings 9, 10, 11, 12, and 13 of Aspen Lakes. We felt that this was appropriate from both a marketing standpoint and from an economic standpoint. We felt that the market was ripe for additional apartments, and the attractiveness of our acquisition of the Aspen Lakes site was to a great extent dependent upon successful development of the entire site.

Our comments appear below:

1. I-37 should follow the Mann Road route. This route is markedly superior the SR 37 route.
2. If I-69 is to be extended along SR 37 we much prefer the C4A configuration because it would result in complete acquisition of Aspen Lakes by INDOT.
3. Construction of the C4B alternative would have a devastating economic impact upon Aspen Lakes. Sadly, we have twice experienced

similar roadway projects that seriously limited access to our properties; in each situation we suffered substantial loss.

We know that we will suffer very substantial economic loss during the construction phase of any I-69 alternative. We much prefer to sell Aspen Lakes rather than deal with the management problems that C4B would generate, both during construction and thereafter. Completion of the C4B alternative will decrease the value of Aspen Lakes by something more than 10% and perhaps as much as 30%.

4. C4B relocates Southport Road so that it completely bypasses Aspen Lakes. Aspen Lakes ends up at the end of a dead end street. All drive-by leasing traffic will be eliminated.

5. The C4B alternative constructs a northbound exit ramp from I-69 that extends into our property and requires the removal of 24 apartment homes; as currently proposed, this exit ramp must be elevated in order to carry traffic from the existing grade of SR 37 to the new Southport Road overpass which must be approximately 17 feet above the existing elevation of SR 37. This exit ramp and the traffic on the exit ramp will be noisy and visible.

7. In order to reach Aspen Lakes from I-69 it will be necessary to leave I-69 at relocated and elevated Southport Road, travel 1200 feet or so to the east and then travel west on the abandoned Southport Road roadway to the existing entrance to Aspen Lakes.

8. Drive-by traffic from prospective renters at Aspen Lakes will be virtually nonexistent. We do not know whether it will be possible to place any signage along relocated Southport Road that will direct the public to Aspen Lakes.

9. We will experience very substantial economic loss, loss for which we are told we will not be compensated.

It seems hardly fair that we bear a significant share of the cost of building a roadway that is of no benefit to the 322 families that live at Aspen Lakes and markedly reduces the value of our property.

10. C4B as currently being considered appears to preserve most of the existing apartments, but it locates a significant amount of traffic volume close to people's homes and will greatly increase noise levels for those dwellings. Sound walls have been proven to be of limited effectiveness, and any sound mitigation at Aspen Lakes will be small. It appears that the proposed interstate road and northbound exit ramp will be located within 50 feet of three apartment buildings with 72 residences. All of the 322 families at Aspen Lakes will be negatively affected by the construction of I-69, but those 72 families will be more adversely affected than most. Further, sound walls are of no real value if they do not obstruct the direct line of sight to the flow of traffic. The third story apartments at Aspen Lakes are roughly 20 feet above grade and in order for sound walls to have any real benefit it will be necessary to construct the I-69 roadway and the northbound exit ramp at or near the existing grade of SR 37.

9. In order to minimize the adverse impact upon Aspen Lakes every effort should be made to construct the I-69 and the northbound exit ramp to the existing Southport Road roadway at essentially the existing grade of SR 37 and as far from the apartment buildings as possible.

10. If Alternate C4B is the selected interchange design, the modifications suggested below should be considered.

- We think it might be possible to move the interstate as much as 45 feet west of the location shown without encroaching on the existing pipeline easement or other utilities west of existing highway 37. Making that adjustment would nearly double the distance from the interstate for several apartment buildings. This suggestion and the one below could allow all or most of the Aspen Lakes landscaping to remain in place and might permit retention of the existing apartment building that would otherwise require removal.
- We believe that the northbound exit ramp off of I-69 should connect to the existing Southport road west of the current entrance to the Aspen Lakes Apartments at or near the current grade of SR 37. Connecting to the existing road at grade would

reduce road noise somewhat and would result in lower construction costs. Maintaining the exit ramp and new interstate at near the same elevations might also allow tightening the divergence of the northbound exit ramp from I-69 and provide a somewhat greater separation from the apartment buildings. It may also permit retention of the 24 unit building that would be demolished under the current C4B proposal.

- The C4B plan indicates acquisition of the BP gas station on the corner of Southport Road and SR 37 together with acquisition of a contiguous parcel. We believe that both of these properties are commonly owned. If these properties are acquired, by INDOT we should be given the opportunity to buy that portion that was not necessary for I-69 construction. If we acquired a portion of this property we could markedly improve the attractiveness of the entry to Aspen Lakes. Our property would still experience much reduced access and visibility, but we would at least have a much enhanced entry.
- The proposed Southport Road overpass over I-69 could be angled so that it is oriented more in the northeast, southwest direction. Angling the bridge would make it longer and increase its cost somewhat, but it would also lessen the encroachment on businesses in the northwest quadrant of I-69 and Southport Road and thereby reduce the cost of land acquisition.
- If the C4B alternative is selected, traffic from 300+ apartments plus the traffic from the existing 200+ homes in the Perry Commons subdivision would in our opinion necessitate a signal at the intersection of the existing Southport roadway with relocated Southport Road. In the absence of a signal it will be very difficult for persons from Aspen Lakes and the Perry Commons subdivision to access relocated Southport Road to travel west. During rush hours, there is heavy traffic on Southport Road; making left turns from Aspen Lakes and the Perry Commons subdivision will be both difficult and dangerous in the absence of a signal.

- If the C4B alternative is selected, Aspen Lakes Apartments should receive appropriate signage at the intersection of the existing and proposed Southport Roads in order to alleviate the impact of being located on a dead end street.

We believe that the May 4, 2017 meeting at Aspen Lakes was productive and we would welcome the opportunity to again meet with you after you have had the opportunity to review these comments.

Sincerely,



Richard W. Hockema, P.E.

Executive Vice President



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Nancy Adkins
Address 991 Plaza Dr Martinsville, IN 46151 (Optional)
Phone (765) 342-6354 (Optional) Email NA (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I hope you complete Section #5
before you start on Section #6

Why didn't you go around
Martinsville?



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name THOMAS R. LEEPER

Address 2940 W. EPLER AVE (Optional)

Phone (~~317-979-2267~~) PHONE 317-979-2267 (Optional) Email (Optional)

Organization/Agency (if relevant) _____ (Optional)

Date _____

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

HAVING been born and partially raised in Southern Indiana and having witnessed our family's exodus to central Indiana because of a lack of opportunity in Southwest Indiana, I am fully aware of our delayed need for I 69. Living at my current address I no matter what final route is chosen will be affected.

For many years witnessing the fixos in Northeast Indpls on I 69 it seemed to me that IDOT would try to alleviate a very crammed corridor to 465. To help alleviate local traffic concerns I would think they would leave Ix 37 intact to County Pine Rd or at least Southport Rd. I 69 could run alongside Ix 37 to BANTA Rd then turn Northeast Post Apt. on West side to 465 allowing more room from Ix 37 and Harding Street interchange. This would help alleviate all this traffic now being purposed to all end exit at Southport Road which is not suited for the whole Southside traffic.

at the meeting at Perry Meridian High the lady for I-69 project voiced a concern to alleviate as much as possible a need for bridges. Having resided



on Epler Ave, I have witnessed the gravel pits being filled in quickly if needed for Commercial or business ventures. All the construction and additional road work and local companies businesses could easily fill in sufficient area for the new Highway, without the need for bridges.

If your current proposal is used I have feel a need for a suggestion. At the meeting they implied that any traffic North-bound on I-69 wanting to use ~~IND 37~~ or Harding St. Truck business - Flying J's - Pilot - Mc Fock - Freight Lixer - Among others would have to exit at Epler Ave. As proposed this would have only Epler Ave as a corridor to the whole Sunshine Gardens neighborhood. That not only would give us only one road but would have to share with all Northbound Truck Traffic. I would hope that IDOT would at least have a service road available for local traffic on the west side of I 69 from Epler to at least Edgewood - Benta - and hopefully Southport Road. It would help give a faster access for the Fire Dept on Edgewood Ave also

Hopefully Section 6 won't take almost a half of a decade like Section 5. I look forward to visiting my relation in Vincennes, Evansville, Boneville using our new interstate. The sooner the better.

Thank You for your time.

Thomas R. Deper

Public Organization Comments

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, March 31, 2017 3:52 PM
To: 'Katelyn Hurt'
Subject: RE: Martinsville Affected Properties

Hi Katelyn,

Unfortunately, INDOT does not provide an affected properties list for I-69 Section 6 due to the protection of the property owners' privacy along the corridor.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Katelyn Hurt [mailto:khurt@morgancoed.com]
Sent: Friday, March 31, 2017 3:02 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Martinsville Affected Properties

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good Afternoon,

I work with the Morgan County Economic Development Corp and I am searching for an address list of the possible affected properties in Martinsville for I-69's Section 6. Could you point me in the right direction to find this information? I know that the updated maps are available on the website, but I was hoping to find a list of addresses.

Thank you,

Katelyn Hurt

Morgan County Economic Development Corporation

4 E Harrison St

Mooresville, IN 46158

Office: (317) 831-9544



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Charlie O'Connor

Address 8328 Haggard Dr Martinsville (Optional)

Phone (317) 997-7388 (Optional) Email _____ (Optional)

Organization/Agency (if relevant) Haggard Estates HOA (Optional)

Date 4-6-2017

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

- 1) Haggard Estates Homeowners request sound barrier be erected to reduce noise level, 20 homes Waverly Rd / South - Morgan Co.
- 2) Request to move easement to N/E to avoid interrupting property for 3 homes in subdivision. Farm land appears on other side and could be taken there.
- 3) Drainage issue existing at area where 3 homes will be affected by easement intrusion.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name CENTER GROVE LITTLE LEAGUE (RYAN DORRELL) GRAND MEMBER
Address 6250 W SMITH VALLEY RD (Optional)
Phone (317) 339-1893 (Optional) Email RYAN.DORRELL@GMAIL.COM (Optional)
Organization/Agency (if relevant) CGLL (Optional)
Date 4/6/17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

MORE INFO AS TO HOW THIS AFFECTS
THE BASE BALL FIELDS

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, April 04, 2017 12:45 PM
To: 'gwathen@southwestindiana.org'
Subject: RE: Section 6 Comment Form

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Please note INDOT has planned two public hearings to share more detailed information about the Draft Environmental Impact Statement. The meetings will be held on April 6, 2017 at Perry Meridian High School and April 10, 2017 at Martinsville High School starting at 5:30 p.m. Additionally, project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: noreply@formstack.com [mailto:noreply@formstack.com]
Sent: Tuesday, April 04, 2017 10:01 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 Comment Form

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Formstack Submission for form i69_2463

Submitted at 04/04/17 10:00 AM

Name: Greg Wathen

Street Address: 5309 Hallmark Avenue
Evansville, IN 47715

E-mail: gwathen@southwestindiana.org

Comments: After reviewing the maps for the preferred alignment for Section 6, Interstate 69, I concur with the recommendation for the proposed alignment, i.e. utilizing and upgrading the existing Indiana Highway 37 for Interstate 69.

The connection with Interstate 465 should go no further West as that would drive traffic in the opposite direction from the northern connection to Interstate 69.

INDOT should reconsider in dealing with future highway construction asking local units of government to increase the setback from limited access roads to ensure that upgrades can be made with less disruption.

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This is a customer service email.

Formstack, LLC
8604 Allisonville Rd.
Suite 300
Indianapolis, IN 46250

▪



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Douglas Berty
Address 384 Wakefield Ct. GREENWOOD (Optional)
Phone (317) 410-4270 (Optional) Email ddb5656@yahoo.com (Optional)
Organization/Agency (if relevant) Wakefield West Section (Optional)
Date 5-5-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

We the under-signed request a study for a Sound Barrier/Safety Barrier for our area. The proximity of the homes and the prior incidents of vehicle accidents in this section cause concerns for the residents safety. The increase in vehicle traffic, especially the semi-truck will increase the noise level significantly. Please give us the peace of mind to know our children can play in our back yards, without fear of danger from passing traffic.

Thank you for your time, and please consider our property values as well as our quality of life with the changes from this development.

Douglas Berty

317-410-4270

Petition for Noise Barrier on I69 @ Wakefield Subdivision

The signatures below are residents along the corridor of the proposed new C4 I69 Section 6.

We are requesting a study to add Noise Barriers along the section North of Smith Valley Rd.

On the East side of the new entrance ramp to I69 north bound.

Name	Address	TN	E-mail
Travis & Amy Fink	239 Haywood Rd		finktravis@gmail.com
Phenet Lewis Wiser	227 Haywood Rd		fincautree@hotmail.com
Roug & Penny Betty	384 Wakefield Ct		deb5656@yahoo.com
Jerry & Sarah Turpen	136 Haywood Rd		sturpen50@gmail.com
Doug & Nancy Stovall	5981 Haywood Ct.		dostost@comcast.net
Tom & Jennifer Charles	372 Wakefield Ct.		jennifer.j.charles@hud.gov
Steve & Jaime Winters	5997 Oakhaven Dr		jai2007@sbcglobal.net
Samara & Devin Cicero	407 Wakefield Court		Samaracicero@gmail.com
Andrew & Heidi Griffin	406 Wakefield Ct		andrewgriffin77@gmail.com
David & Rebecca Martin	431 Wakefield Ct		dmartin4321@yahoo.com
Nick & Sarah Cotellic	395 Wakefield Ct		NicholasCotellic@gmail.com
Aaron & Sarah Anderson	383 Wakefield Ct		waysam4@comcast.net
Matt Lizen	371 Wakefield Ct.		lizemab@gmail.com
Jenny Hendler	371 Wakefield Ct.		jphswimmer@aol.com
Scott Carey	353 Wakefield Ct		Carey42324@yahoo.com
Brian Riordan	323 Haywood rd		riordan323@comcast.net
Bernadette Kailie	311 Haywood Rd		bernadette.kailie@yahoo.com
Melose McCoy	5933 Haywood Ct		mm.mccoy2@yahoo.com
Jake & Annee Davis	5945 Haywood Ct		jdavis218@gmail.com
Mary Hackett	5957 Haywood Ct		mfoote0719@gmail.com
Alicia Benson	5969 Haywood Ct.		Abenson4774@gmail.com
Dale Benson	5969 Haywood Ct.		lish.benson19@gmail.com
Henry Lam	5930 Haywood Ct		hlliping_yan@yahoo.com
Downa Kempf	5958 Haywood Ct		downa@scs34.com
Jason Kempf	5958 Haywood Ct		Jason@scs34.com
Justin Wyatt	288 Haywood Rd		JustinPWyatt@gmail.com
Doris Delph	264 Haywood Rd		doirdelph@yahoo.com
Tim Delph	264 Haywood Rd		tdelph72@yahoo.com
Azan & April Roberts	240 Haywood Ct		DokuRuffs@gmail.com
Kristin Stickle	228 Haywood Rd		kristinlaesch@yahoo.com
Nate Ross	209 Haywood Rd		NateMRoss4@gmail.com
Erin E. Arashiro	Rd Haywood Road		erinactive200@gmail.com
Cori Wyatt	5890 Oakhaven Dr		tigo.7@yahoo.com
Jason Wallace	5890 Oakhaven Dr		
Anthony Thomas	5902 Oak Haven Dr.		athomas720@comcast.net

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:12 PM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

The public comment deadline for the Draft Environmental Impact Statement is May 8, 2017. If you wish to make additional comments, you can do so at section6pm@indot.in.gov, in writing at the Project Office, or on the website at <http://www.in.gov/indot/projects/i69/2463.htm>. Note that comments received via Facebook or Twitter cannot be counted as official comments and will not be included in the public record.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:dkheiden@comcast.net>]
Sent: Monday, May 08, 2017 9:58 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Dana

Last Name:
Heidenreich

Street Address:
3330 Willowbrook Drive

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
dkheiden@comcast.net

Comments

Please consider the following when planning the grade separation at I-69 and Egbert Road.

The Willowbrook Drive neighborhood is in a flood zone. Flooding occurs on this street often. It is not a 100-year occurrence. Two times since the 2008 flood, water has reached homes on the street. On one of these occasions rescue boats were dispatched to evacuate the residents. I am a resident on Willowbrook Drive and am concerned about the effect elevating Egbert Road to cross over I-69 will have on the already poor drainage conditions. As one county official put it, this will put us in even more of a bowl.

An important item to consider is the way water drains from our street in high-water conditions. For most of the homes left on the street, normal rainwater drains to the south toward Clear Creek. However, what may not be obvious in the hydrology studies you conduct is that once Clear Creek reaches capacity the water switches direction and flows north "up" the street, crosses Egbert Road and across or under the highway toward the river. This was evident in the 2008 flood and in the 2 times since then that flood waters overtook the neighborhood as well as numerous times previously. My concern, which is shared by my neighbors, is that the elevation of Egbert Road to cross over I-69 will inhibit this natural flow of floodwater and in essence create a dam/levee that will cause the water to accumulate even higher in our neighborhood than it has previously.

I am requesting that you conduct a careful study of the effect the grade separation will have on potential flooding on Willowbrook Drive and supply proper mitigation to remedy the potential effect on flooding issues.

A secondary issue I wanted to mention is that the current preferred alternative has the Egbert Road grade separation crossing lots on Willowbrook Drive that were purchased with FEMA grants. It was my understanding, and apparently that of the county planning director, Kenny Hale, that these lots must be left to nature and not have any improvements built upon them. You may need to consider this as well as you plan ahead.

Thank you for your consideration,
Dana Heidenreich
3330 Willowbrook Drive
Martinsville, IN 46151
765-346-0158

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, May 09, 2017 2:29 PM
To: 'Web Form Poster'
Subject: FW: I-69 Egbert Road Grade Separation with pictures attached
Attachments: Flood Video Screenshot 2.jpg; Flood Video Screenshot 3.jpg; Willowbrook Dr Martinsville IN 7-12-2015 (26 of 29).jpg

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Dana Heidenreich [mailto:dkheiden@comcast.net]
Sent: Monday, May 08, 2017 10:41 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>; Heidenreich, Dana H CIV DFAS ZTB (US) <dana.h.heidenreich.civ@mail.mil>
Subject: Re: I-69 Egbert Road Grade Separation with pictures attached

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Resending with fewer pictures due to size constraints.

On May 8, 2017 at 9:57 PM Dana Heidenreich <dkheiden@comcast.net> wrote:

Resubmitted with pictures attached. I wanted to include some pictures. These are from July 12, 2015. If you look closely at the water flowing around the mailboxes you can see that it is flowing north (to the left in these pictures). The picture of the man in a boat is clipped from a video that shows his boat struggling against the current. Also the ones that appear as a water-covered flat area are pictures of the access road/drive that runs parallel to Willowbrook just to the west (where your grade separation will pass through).

Below I said the area had flooded 2 times since 2008, but I should have said AT LEAST 3 times, because I forgot about this time (July 12, 2015) and possibly others that I have forgotten.

Thank you,

Dana Heidenreich

On May 8, 2017 at 9:59 AM "Heidenreich, Dana H CIV DFAS ZTB (US)" <dana.h.heidenreich.civ@mail.mil> wrote:

Please consider the following when planning the grade separation at I-69 and Egbert Road.

The Willowbrook Drive neighborhood is in a flood zone. Flooding occurs on this street often. It is not a 100-year occurrence. Two times since the 2008 flood, water has reached homes on the street. On one of these occasions rescue boats were dispatched to evacuate the residents. I am a resident on Willowbrook Drive and am concerned about the effect elevating Egbert Road to cross over I-69 will have on the already poor drainage conditions. As one county official put it, this will put us in even more of a bowl.

An important item to consider is the way water drains from our street in high-water conditions. For most of the homes left on the street, normal rainwater drains to the south toward Clear Creek. However, what may not be obvious in the hydrology studies you conduct is that once Clear Creek reaches capacity the water switches direction and flows north "up" the street, crosses Egbert Road and across or under the highway toward the river. This was evident in the 2008 flood and in the 2 times since then that flood waters overtook the neighborhood as well as numerous times previously. My concern, which is shared by my neighbors, is that the elevation of Egbert Road to cross over I-69 will inhibit this natural flow of floodwater and in essence create a dam/levee that will cause the water to accumulate even higher in our neighborhood than it has previously.

I am requesting that you conduct a careful study of the effect the grade separation will have on potential flooding on Willowbrook Drive and supply proper mitigation to remedy the potential effect on flooding issues.

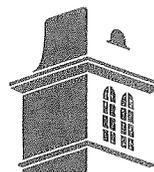
A secondary issue I wanted to mention is that the current preferred alternative has the Egbert Road grade separation crossing lots on Willowbrook Drive that were purchased with FEMA grants. It was my understanding, and apparently that of the county planning director, Kenny Hale, that these lots must be left to nature and not have any improvements built upon them. You may need to consider this as well as you plan ahead.

Thank you for your consideration,
Dana Heidenreich
3330 Willowbrook Drive
Martinsville, IN 46151
765-346-0158









INDIANA LANDMARKS

1201 Central Avenue, Indianapolis, IN 46202
 317 639 4534 / 800 450 4534 / www.indianalandmarks.org

May 8, 2017

Linda Weintraut
 PO Box 5034
 Zionsville, IN 46077
 317-733-9770

RE: DES No. 0300382, Section 6 of I-69

Dear Dr. Weintraut:

Thank you for the continued opportunity to comment on the proposal for Section 6 of I-69.

We concur with the findings of National Register of Historic Places (NRHP) eligibility for historic properties identified within the APE. We do not object to the findings of “no effect” or “no adverse effect” for the properties identified in sections 4.1-4.8 or 4.11-4.16 of the Finding/800.11 Documentation. However, we would like to ask some further questions about the undertaking as it impacts the NRHP-eligible Travis Hill Historic District (4.9) and the John Sutton House (4.10) before we determine whether we concur with the finding of “no adverse effect” for those resources.

Regarding Travis Hill, we would like to know whether the realignment of Stones Crossing Road would require the construction of a retaining wall where the road abuts the district. If so, we would ask that the wall be completed according to the principles of context-sensitive design to minimize its impact on the setting of the resource. A typical highway-grade retaining wall of stamped concrete or faux ashlar that is readily identifiable as cast concrete would not be considered acceptable in this setting.

Regarding the John Sutton House, we believe that the significant increase in elevation of the adjacent section of I-69 will have an adverse effect on the setting of the property and thus that the finding for this resource should be “adverse effect.”

We concur with the findings of adverse effect for the Reuben Aldrich Farm and the Southside German Market Gardens Historic District. To mitigate the adverse effect upon the Reuben Aldrich Farm, we recommend that FHWA fund the preparation of a NRHP nomination and the planting of vegetative screening. As a mitigation measure for the adverse effect upon the proposed Southside German Market Gardens Historic District, we also recommend that FHWA fund a NRHP nomination for the district; provide vegetative screening as desired by the property owners; and ensure that all retaining walls conform to principles of context-sensitive design.

We appreciate your consideration and look forward to remaining involved as the project proceeds.

Sincerely,

Sam Burgess
 Community Preservation Specialist

Holliday, Lamar

From: Holliday, Lamar
Sent: Tuesday, May 09, 2017 3:23 PM
To: 'Christian Maslowski'
Cc: 'Mastin, Lucas - Highway Dept'; 'Julie Young'
Subject: FW: I69 Comment - CR 144 Interchange Area
Attachments: Whiteland Road Mallow Run Access Concern, May 5, 2017.pdf

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record for the Draft Environmental Impact Statement and will be officially responded to in the Final Environmental Impact Statement.

Project representatives are available in the I-69 Section 6 Project Office Monday through Friday from 9 a.m. to 4 p.m., excluding state holidays, to discuss the project. You can visit the Project Office at 7847 Waverly Road, Martinsville, IN 46151 or call (317) 881-6408. The Draft Environmental Impact Statement is posted on the I-69 Section 6 Website at <http://www.in.gov/indot/projects/i69/2515.htm>. INDOT also has preferred alternative maps available online at <http://www.in.gov/indot/projects/i69/2345.htm>.

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Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Cell: (317) 452-2369

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Christian Maslowski [mailto:christian@greenwoodchamber.com]
Sent: Friday, May 05, 2017 9:06 AM
To: Rubin, Sarah <SRubin@indot.IN.gov>; Holliday, Lamar <LHolliday@indot.IN.gov>
Cc: lmastin@co.johnson.in.us; jyoung@townofbargersville.org
Subject: I69 Comment - CR 144 Interchange Area

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

May 5, 2017

Indiana Department of Transportation
I-69 Section Six Project Office
7847 Waverly Road
Martinsville, IN 46151

Dear I-69 Section Six Project Managers,

Thank you for your efforts to design I-69 section six and engage the community in planning. Earlier in the I-69 section 6 environmental study phase, we alerted INDOT to the operations occurring at Mallow Run Winery, 6964 West Whiteland Road, Bargersville, IN 46106.

Mallow Run sits on a 600-acre family farm (designated as an Indiana Homestead). The grounds around the tasting room now host outdoor concerts all summer; they are expected to host 20,000 or more summer concert guests, plus thousands more regularly visiting the tasting room. And while the public is most likely familiar with the winery for its nearly 20 acres of vineyards, the property also produces soybeans, corn, and high quality beef. As such the farming operations – including the vineyards – regularly receive semi trucking shipments.

Other family farm operations occur in this immediate area, also generating truck traffic.

The I-69 Section 6 Draft Environmental Impact Statement does not include interstate ramps to, or an interchange with, Whiteland Road.

In lieu of direct access to Whiteland Road from I-69, these several hundred annual semi shipments will exit the new I-69 at County Road 144. They will conceivably travel east past a church, turn south onto North 625 West, and then turn back west onto Whiteland Road.

The intersections of CR 144 and N 625 W, and the intersection of N 625 W and Whiteland Road, are mainly residential thoroughfares. The intersection at N 625W and Whiteland Road is not a four-way stop and it might be difficult for a semi to make this 90-degree turn. There is also some concern the intersections might be a little hidden from oncoming traffic.

The alternative would be for trucks to exit I-69 at CR 144 and continue southeast on CR 144 all the way to the Whiteland Road roundabout, where they may return west on Whiteland Road to Mallow Run. Without a designated truck route, and enforcement thereof, there is no guarantee this traffic pattern will occur.

For safety's sake, we suggest INDOT consider widening and other improvements at the intersections of CR 144 and N 625 W, as well as N 625 W and Whiteland Road.

Thank you for your consideration. Please contact me for further information.

Sincerely,

Christian

CC: Luke Mastin, Johnson County Highway Department; Julie Young, Town of Bargersville

Christian Maslowski

President & CEO

Greater Greenwood Chamber

OFFICE 317.888.4856

FAX 317.865.2609

GreenwoodChamber.com



GREATER GREENWOOD CHAMBER

May 5, 2017

Indiana Department of Transportation
I-69 Section Six Project Office
7847 Waverly Road
Martinsville, IN 46151

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Sincerely,

Christian M. Maslowski
President & CEO

CC: Luke Mastin, Johnson County Highway Dept.; Julie Young, Town of Bargersville



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES
Section 6—Final Environmental Impact Statement

Part C – Resource Agency Coordination

**Meeting Minutes from Resource Agency Meeting to Review Response
to comments on DEIS, June 27, 2017**

MEETING MINUTES
Section 6 Resource Agency Comment/Response Meeting

INDOT, Room N755

June 27, 2017 from 1-3:30 p.m. EDT

Attendee	Organization
Virginia Laszewski (via conference call)	USEPA Region 5
Ken Westlake (via conference call)	USEPA Region 5
Deb Snyder	USACE
Jason Randolph	IDEM
Jim Sullivan	IDEM
Samantha Groce	IDEM
Matt Buffington	IDNR
John Carr (via conference call)	IDNR-SHPO
Wade Tharp (via conference call)	IDNR-SHPO
Sarah Rubin	INDOT
Jim Earl	INDOT
Laura Hilden	INDOT
Jennifer Jansen (via conference call)	INDOT
Julie Dingle	FHWA
Michelle Allen	FHWA
Tim Miller	HNTB
John Myers	HNTB
Jeremy Kieffner	Lochmueller Group

Meeting Purpose: The purpose the meeting is to review the INDOT/FHWA draft responses to formal comments submitted by state and federal resource agencies on the I-69 Section 6 DEIS. A copy of the draft responses were provided to the agencies on June 23 for review prior to the meeting. Agency representatives at the meeting provided the following comments:

US Fish and Wildlife Service (Robin McWilliams Munson):

- INDOT noted that USFWS was unavailable to attend, but they communicated to INDOT that they had no comments on the provided responses.

Indiana Department of Natural Resources – State Historic Preservation Office

- Confirmed that their comments reaffirmed the project’s finding of effect that was stated in the DEIS. They had no additional comments but noted that their DEIS comments did not repeat statements provided in previous comment letters. Thus, the study team will confirm that the responses are also applicable to letters submitted prior to the DEIS.

US Department of Interior (DOI)

- Although the DOI was not present at the meeting, the team did review the responses to their comments. Michelle Allen noted that the project will have an individual 4(f) finding and that DOI has reviewed the 4(f) finding and has not objected to the finding. The formal 4(f) finding will be the issuance of the Record of Decision.

- The team agreed that the response for AF002-15 needs to be revised to include reference to the Section 7 consultation process, such as “404 permitting will incorporate Section 7...”

US Environmental Protection Agency

- US EPA has no major concerns with the provided responses. US EPA prefers to have additional detail provided in the FEIS regarding the Clean Water Act Section 404 permitting process.
- Need to provide clarification on use of regional or individual permits and how the permitting process will be applied on the project.
- Deb Snyder will draft and provide INDOT suggested language regarding permitting.

Indiana Department of Environmental Management

- Jason Randolph prefers a better response on AS002-02 regarding preferred mainline option M2 over M3 since M3 would have fewer relocations, less right of way and thus, lower natural resource impacts. This mainline option uses 10-foot vs 12-foot shoulders. INDOT explained that at this time, FHWA prefers 12-foot shoulders on new interstate systems as well as those interstates designated as freight corridors due to increased safety. INDOT noted that a 10-foot shoulder meets “minimum” standards but a 12-foot shoulder meets “desirable” standards. Matt Buffington (IDNR- Fish and Wildlife) noted that that he would prefer the M3 option where wetland and stream impacts could be minimized. INDOT noted that in addition to shoulder width, they will be considering median treatment as a means to minimize impacts where practical.
- Both Jason and Matt concluded that it is their opinion that the response can be more expansive and include a better explanation and metrics that support the decision.
- Jason noted that within Section 6, subsections 2 and 3 contain the majority of environmental impacts. Thus, a better response needs to be provided to AS002-02.
- Jim Earl noted that detailed engineering investigations are still underway to evaluate the feasibility of reusing the existing 10-foot shoulders in Subsections 3 and 4. When this work is complete, the information will be reviewed with FHWA. The results of this investigation will be presented at the next resource agency meeting.
- US EPA asked if the M2 vs M3 decision will be made after the FEIS/ROD.
 - No, it is the goal to identify the selected mainline option in the FEIS/ROD.
- US EPA asked if INDOT will know the selected mainline option by the next time we meet?
 - Yes, it is the goal to review that mainline decision at our next meeting.
- Jim Sullivan of IDEM noted that he has concerns about how the project will affect the wellfields. He noted construction impacts will need to be properly addressed and that having 24/7 access to the wellfields will be critically important. Although INDOT is its own MS4, Rule 13 requires that no infiltration is allowed in a wellhead.
 - US EPA asked if INDOT has concerns about spills at the interchanges.
 - INDOT noted that they do not have concerns at this time. INDOT is providing adequate retention and detention at the interchanges to address this concern.
- Chapter 7.3.14 needs to include Wellhead Protection Areas in number 8.

- Chapter 7.2.3 – needs to specify whether the mitigation site (White River Pleasant Run) was visited. Needs to have consistent names or references with the sites visited in Nov 2016.
- Response to AS002-03 – make sure the FEIS clarifies Rule 5 (327 IAC 15-5) that the spill response plan must be coordinated with various agencies.
- Response to comment AS002-009 – provide a better response and explanation to a “Level 2 storm water inspector...”. Provide qualifications and required training. Note it as a commitment.

Indiana Department of Natural Resources, Division of Fish and Wildlife

- Response to AS004-01 needs to better define how the project will mitigate wildlife vehicle collisions. Matt Buffington noted that Chapter 5.18.1 discusses reduction in these types of collisions but that neither the DEIS nor the response offers a mitigation technique of how this will occur.
- INDOT noted that traditional right of way fencing is likely to be constructed along the interstate. It is a standard 4-foot tall fence with 4-inch squares.
- Matt reported that a DNR Wildlife Collision Report is published that may document locations where wildlife collisions have occurred. He will locate the report and provide to INDOT.
- Matt would prefer to see a more expanded response to AS004-02 in regard to wildlife passages. For example, Matt does not agree with the statement that the northwest quadrant along the West Fork of the White River at I-465 is highly fragmented because the greatest cause of this is I-465 and it is his opinion that the balance of the forest is not fragmented.

Next Steps

- Sarah Rubin noted that the next steps will be for INDOT to update the applicable responses based on this meeting. While those comments are being addressed, preliminary design is advancing to refine the preferred alternative.
- INDOT and FHWA will conduct another meeting with the agencies later this summer and provide them an opportunity to review and provide feedback to the updated comments. At that meeting, INDOT will also present any changes that have occurred since the publication of the DEIS. The decision on the Southport Road interchange layout will also be provided.
- FHWA noted that a combined FEIS/ROD will be issued on the project. INDOT and the local FHWA office are coordinating a project update meeting. A date for that meeting has not yet been scheduled but it will likely be held later this summer.
- Resource agencies were asked to provide Sarah their availability for the follow-up meeting the week of August 14th.

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.us

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 Minutes from Resource Agency Meeting to Review Response to comments on DEIS and preliminary review of RPA, August 14, 2017

MEETING MINUTES
Section 6 Resource Agency DEIS Comment/Response Meeting #2

INDOT, Room N755

August 14, 2017 from 1-3:30 p.m.

Attendee	Organization
Virginia Laszewski (via conference call)	USEPA Region 5
Ken Westlake (via conference call)	USEPA Region 5
Melanie Burdick (via conference call)	USEPA Region 5
Tony Maietta (via conference call)	USEPA Region 5
John Carr (via conference call)	IDNR-SHPO
Matt Buffington	IDNR
Deb Snyder (via conference call)	USACE
Martha Clark-Mettler (via conference call)	IDEM
Samatha Groce	IDEM
Jason Randolph	IDEM
James Sullivan	IDEM
Robin McWilliams Munson (via conference call)	USFWS
Michelle Allen	FHWA
Julie Dingle (via conference call)	FHWA
Sarah Rubin	INDOT
Jim Earl	INDOT
Laura Hilden	INDOT
Anu Kumar	INDOT
Tim Miller	HNTB
John Myers	HNTB
Jennifer Goins	HNTB
Jeremy Kieffner	Lochmueller Group

I. Refined Preferred Alternative

Jim Earl and Sarah Rubin presented slides summarizing major refinements to the DEIS preferred alternative (Alternative C4) to create the revised preferred alternative (RPA).

- Travel lanes:
 - The DEIS included the following travel lanes
 - SR 39 to south of SR 144: 4 lanes (2 lanes each direction)
 - South of SR 144 to Southport Road: 6 lanes (3 lanes each direction)
 - Southport to I-465 (8 lanes): 3 lanes plus a continuous auxiliary lane
 - The RPA has the following travel lanes:
 - SR 39 to south of Smith Valley Road: 4 lanes (2 lanes each direction)
 - South of Smith Valley Road to Southport Road: 6 lanes (3 lanes each direction)
 - Southport to I-465 (8 lanes): 3 lanes plus a continuous auxiliary lane
- Burton Lane: Overpass eliminated. This change eliminates the need to relocate the Baptist Tabernacle Church and School, reduces commercial relocations by six, reduces residential relocations by five, and minimizes project cost by \$8M+.

- Ohio Street: Changed from a standard diamond to tight diamond with roundabout ramp terminal intersections, changed access to Southview Drive to avoid FEMA parcels. These changes reduce commercial relocation by one (Walgreens) and minimize project cost by \$4M.
- Grand Valley: Retained Birk Road in its current location, added Artesian Avenue to connect to Mahalasville Road and Ohio Street instead of passing through the commercial/industrial area with a new local service road. These changes reduce commercial relocations by 11, reduce residential relocations by five, and extend Mahalasville Road to Grand Valley Boulevard in a more direct manner.
- Sun Valley/Spring Valley Mobile home parks: Eliminated 29 of 30 relocations by shifting mainline and installing retaining walls.
 - Question: Does the Refined Preferred Alternative still accommodate noise wall at Greenwood Mobile Home Park? Response: At this time, yes but updated noise analysis is being performed at this time.
- Egbert Road: Revised Egbert Road alignment to avoid FEMA parcels.
- Henderson Ford Road: Shifted interchange south to reduce wetland impacts. This change includes no additional right of way when compared to DEIS.
- Big Bend Road: Overpass eliminated. This change reduces commercial relocations by two, reduces residential relocations by three, and reduces project cost by \$4M.
- SR 144 Interchange: Standard diamond interchange changed to partial folded diamond layout. Added a connection of Huggin Hollow Road to Old SR 37. This change reduces commercial relocations by two and adds one bridge across Bluff Creek.
- Stones Crossing: Overpass eliminated. Eastern local service road from SR 144 to Travis Road extended north to Stones Crossing Road. This change adds one residential relocation to east side of SR 37, reduces relocations in mobile home community, and minimizes project cost by \$8M+.
- Pleasant Run: Right of way line shifted closer to historic bridge, but proposed road and bridges are in the same location. Looking at purchasing drainage easements to allow a shorter bridge on County Line Road extension.
- Southport Road: Selected option C4B, acquiring all but one commercial properties in the northwest quadrant; one apartment building (23 units) to be acquired. This reduces tenant relocations by 320 and reduces project cost by \$20M, compared to Option C4A.
 - Question: Will drainage basins at Southport Road be detention or retention? Response: Detention.
 - Question: Have there been discussions with well operator at Southport Road? Response: Yes, INDOT has had conversations with Citizens Energy Group. INDOT was given a separation distance from the well to the right of way line which is incorporated into the design. As long as this separation distance is maintained, Citizens Energy Group is comfortable with this offset.

- Question: Are there more bridges crossing Buck Creek? Response: Yes, in the existing condition there are three bridges (mainline x2 and Belmont). In the DEIS there were five bridges (mainline x2, ramps x2, and Belmont).
- Question: Will the Buck Creek bridges have sufficient span to accommodate creek, bike trail, and wildlife crossing? Response: The bridges is proposed to span the creek and bike trail at this time. The trail could also serve as a wildlife crossing.
- IDNR and IDEM asked if they would be able to review the Waters report before publication of the FEIS. INDOT confirmed the Waters report would be provided to the agencies prior to the issuance of the FEIS/ROD.
- I-465 Interchange: Geometrics were refined to reduce right of way from quarry areas. Some additional right of way will be acquired to accommodate required utilities. These changes reduce impacts to Hanson Aggregates by about 49 acres.
 - Question: Does the RPA still affect the contributing property along Bluff Road? Response: Yes.
- White River: I-465 bridge likely be replaced. Substructure may be replaced and number piers reduced, or existing piers retained but widened. The bridge was originally constructed in the 1960s and has gone through several rehabilitations. Design advancements allow longer span widths today.
- Western access road north of Smith Valley Road: The location of this access road has been moved to be adjacent to I-69 between Smith Valley Road and Fairview Road. This area wasn't shown in the presentation but was inquired about during the meeting.

II. Project Funding/Schedule

- FEIS / ROD is on schedule to be complete and approved in 1st quarter of 2018.
- Approximately \$500M of Next Level funding has been allocated to this project. This includes the state and federal match.

Fiscal Year	Morgan	Johnson	Marion
FY2018	\$56.3M		
FY2019	\$68.7	\$8.1	
FY2020	\$43.8	\$27.3	\$3.7
FY2021	\$63.7	\$57.7	\$48.2
FY2022	\$30.5	\$60.1	\$86.2
TOTAL	\$263M	\$153.2M	\$138.1M

- Next steps include right of way acquisition, consultant for this was selected last Friday.
- Project delivery method to be determined in fall of 2017.
- Although not directly tied to funding schedule, IDNR noted there has been a sewer lines (Greenwood interceptor) constructed recently near Waverly Road. In order for schedules to align, they recommended INDOT investigate.

III. Kitchen Table Meetings/Acquisitions

KTMs are one on one meetings with property owners including potential relocations. INDOT will be conducting kitchen table meetings with property owners from whom property will be acquired.

IV. Shoulder Design for New Interstates

Question was expressed about why mainline option 3 (to use narrower shoulder) will not be used for four-lane areas (2 lanes in each direction). This potential option could be applied to areas with 10-foot existing shoulder, no guardrail, and no grading outside the shoulder. FEIS to assume 12 foot shoulders, then if in final design it is determined that existing 10-foot shoulders and no grading will work, the footprint can be reduced. Revised comment response was deemed acceptable by agencies.

V. Comment Resolution

- Comment AF001-03 regarding 404 permit – response is acceptable. No further questions. IDEM noted that it doesn't follow the referenced definition.
- Comment AS002-02 regarding mainline shoulder widths – response is acceptable.
- Comment AS002-09 regarding erosion control inspections – response is acceptable.
- Comment AS004-01 regarding wildlife crossings – current response is acceptable for the FEIS publication. IDNR noted it is INDOT's choice not to include them. DNR deer biologist provided a hot map of the entire state. However, INDOT noted it is difficult to identify a specific source of data since much of the reporting is done on a county-wide basis. When compared to INDOT's animal cleanup reports, no trend was found.
- Comment AS004-03 -. DNR prefers to have stormwater runoff go through an appropriate filtering media before directed into streams.
- Directing stormwater runoff from bridges to appropriate filtering media will be considered where practicable during the design phase
- Comment AS 004-04 – Question raised “What if contractor installs riprap improperly?” The group decided this is a bigger issue than this project. Need to educate INDOT construction managers.
- Comment AS004-03 regarding runoff from bridges should not be allowed to drain through pipes in the bridge deck directly to the channel. IDNR requested to expand the current response. The updated and revised response will be, “ Directing stormwater runoff from roadways and bridges will be considered where practicable during the appropriate design phase. Consideration for utilizing appropriate filter media will be investigated and may include, but are not limited to, riprap drainage turnouts, open or closed bridge drainage systems, and splash pads.

VI. Next Steps

- Meeting minutes, pdf of presentation, impacts tables and revised answer to AS004-03 to be circulated. Agencies to review within two weeks of receipt. Comments should be completed within 2 weeks of receipt. Email responses are ok.

- Project update meetings with public coming up September 12-14. One meeting per county. Refinements in the Refined Preferred Alternative are not for public consumption until these meetings are held.
INDOT will provide a water impacts either with the meeting minutes or as soon as the data is available.

Action Item	Responsible Party	Due Date
Meeting minutes to be circulated	INDOT	9/1/17
Final review and concurrence with comment responses	Agency Representatives	9/15/17

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.

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

**Indiana Department of Environmental Management Response e-mail,
September 11, 2017**

From: RANDOLPH, JASON
Sent: Monday, September 11, 2017 2:40 PM
To: Earl, James <JEARL@indot.IN.gov>
Subject: RE: I-69 S6 - EMAIL 1 of 8 - 8/14 Resource Agency Meeting - Follow-up Information

Mr. Earl:

IDEM would like to see the use of 10 foot shoulders to the greatest extent practical in order to further minimize the amount of wetland and stream impacts. Other than that, IDEM has no additional comments.

Thank you,

Jason Randolph
IDEM-OWQ
317-233-0467

From: Earl, James
Sent: Friday, September 01, 2017 9:08 PM
To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; tthomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczyk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald <rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>
Cc: Rubin, Sarah <SRubin@indot.IN.gov>; John W. Myers <jwmyers@HNTB.com>; Timothy Miller <tnmiller@hntb.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>
Subject: I-69 S6 - EMAIL 1 of 8 - 8/14 Resource Agency Meeting - Follow-up Information

All,

Please find attached the information as requested following our meeting on 8/14/2017. However, due to the file size of the actual presentation, that file will be sent out in seven separate parts following this email.

The following information is attached to this email:

- Draft Meeting Minutes
- Revised language to Comment AS004-03 (provided in the Draft Meeting Minutes)
- Updated Impacts Tables comparing C4, RPA and overall corridor impact thresholds

If you do not receive all eight emails with the noted attachments, please contact me for assistance. As discussed at the meeting, there will be two weeks for your review/comment with comments due 9/15.

Thank you.

Jim

Jim Earl, P.E.

Project Manager

Indiana Department of Transportation

Office: (317) 233-2072

Cell: (317) 450-7783

From: Rubin, Sarah

Sent: Monday, August 28, 2017 11:27 AM

To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; tthomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczyk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald <rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>

Cc: John W. Myers <jwmyers@HNTB.com>; Earl, James <JEARL@indot.IN.gov>; Timothy Miller <tnmiller@hntb.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>

Subject: I-69 S6 - 8/14 mtg follow up

All:

As a follow up to our Resource Agency meeting on 8/14 INDOT agreed to provide several items which included the following:

- Draft Meeting Minutes
- Copy of the Refine Preferred Alternative (RPA) PowerPoint Presentation
- Revised language to Comment AS004-04
- Updated Impacts Tables comparing C4, RPA and overall corridor impact thresholds

We will be finalizing the updates to the impacts tables by mid-week and anticipate sending the aforementioned information in one email by COB 9/1. As discussed at the meeting there will be 2 weeks for your review/comment with comments due 9/15.

Best,
Sarah

Sarah Rubin

Deputy Director of Public-Private Partnerships

Project Manager, I-69 Section 6

Office: (317) 234-5282



**Indiana Department of Natural Resources Response
e-mail, September 11, 2017**

From: Buffington, Matt [<mailto:MBuffington@dnr.IN.gov>]

Sent: Monday, September 11, 2017 2:13 PM

To: Earl, James <JEARL@indot.IN.gov>; RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; tthomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczyk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald <rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>

Cc: Rubin, Sarah <SRubin@indot.IN.gov>; John W. Myers <jwmyers@HNTB.com>; Timothy Miller <tmiller@HNTB.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>

Subject: RE: I-69 S6 - EMAIL 1 of 8 - 8/14 Resource Agency Meeting - Follow-up Information

Jim,

On September 1, 2017, 8 emails were received from you, and included the Draft Meeting Minutes from the August 14, 2017, resource agency meeting and related maps and table regarding Section 6, Interstate 69, DEIS. The DNR has reviewed the emails and their attachments and offers the following comments:

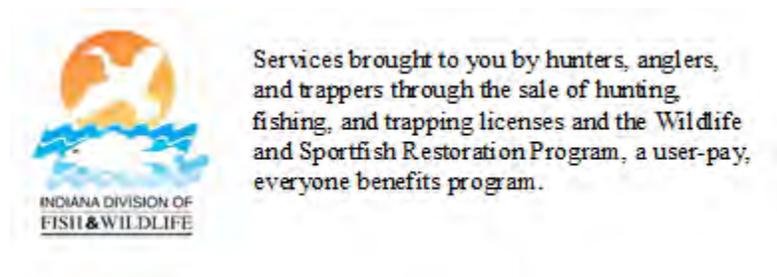
- For the most part, the changes appear to have a mostly neutral difference in terms of impacts to the natural environment compared to the preferred alternative previously identified in the DEIS. Based on the preliminary table of impacts, stream impacts will go up but wetland impacts will go down. The biggest difference appears to be a reduction in the total number of relocations. Most other impacts are fairly close to those of Alternative C4.
- The revised Henderson Road interchange will have greater impacts to the narrow wooded corridor associated with the drainage feature (Unnamed Tributary West Fork White River) to the south and east of existing SR37. Direct impacts would have been less in Alternative C4. The design modification seems to be at least partially intended to reduce wetland impacts. It is not clear if reducing wetland impacts is sufficiently balanced by increasing impacts to the drainage feature and its wooded habitat.
- At Southport Road, the DNR previously stated that the alternatives were fairly similar, with Alternative C4B probably having the greatest impact. Unfortunately, that appears to be the preferred design alternative at this interchange. If this design is adopted, there are ways to avoid and minimize impacts to Little Buck Creek and the wildlife that use it to ensure that wildlife can traverse under the structures. A wildlife-friendly path on both sides of the creek would greatly reduce impacts. Such paths need to be over fairly level ground that is free of riprap, and the vertical clearance from the ground to the bridge along these paths needs to be at least 8'. The path cannot have riprap cross it, such as a riprap lined drainage feature to the creek, otherwise the path becomes significantly less useful. A wildlife path is not the same as a pedestrian or bike path. A wildlife path should include natural ground cover and include as much natural vegetation around it as possible. A narrow strip of grass between a bike trail and the creek would make this area significantly worse for wildlife passage and is not likely to be used nearly as much as the current condition. In addition, leave as much natural cover between the structures as possible, specifically woody plants.

- Within the meeting minutes, two corrections:
 - Southport Road bullet, fifth sub-bullet. I believe this was mentioned by IDEM but DNR would appreciate seeing the report as well.
 - Project Funding, fifth bullet. This was mentioned by DNR.
- The DNR continues to support the inclusion of 10' shoulders in areas where this would reduce the impacts to core forest, streams, and wetlands.
- The DNR would like to see specific efforts to reduce wildlife-vehicle collisions but as noted in the meeting review, INDOT has reviewed their own data and data provided by DNR and decided no specific action will be taken. That is INDOT's decision to make.

If you have any questions regarding these comments, please let me know.

Matt Buffington
 Environmental Supervisor
 Division of Fish and Wildlife
 IN Department of Natural Resources
 402 W. Washington St., Room W273
 Indianapolis, IN 46204

Phone: 317-233-4666
 Fax: 317-232-8150
 Email: mbuffington@dnr.in.gov
www.in.gov/dnr/fishwild/



From: Earl, James
Sent: Friday, September 01, 2017 9:08 PM
To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; tthomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <hilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczyk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald

<rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mckilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>
Cc: Rubin, Sarah <SRubin@indot.IN.gov>; John W. Myers <jwmyers@HNTB.com>; Timothy Miller <tnmiller@hntb.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>
Subject: I-69 S6 - EMAIL 1 of 8 - 8/14 Resource Agency Meeting - Follow-up Information

All,

Please find attached the information as requested following our meeting on 8/14/2017. However, due to the file size of the actual presentation, that file will be sent out in seven separate parts following this email.

The following information is attached to this email:

- Draft Meeting Minutes
- Revised language to Comment AS004-03 (provided in the Draft Meeting Minutes)
- Updated Impacts Tables comparing C4, RPA and overall corridor impact thresholds

If you do not receive all eight emails with the noted attachments, please contact me for assistance. As discussed at the meeting, there will be two weeks for your review/comment with comments due 9/15.

Thank you.

Jim

Jim Earl, P.E.

Project Manager

Indiana Department of Transportation

Office: (317) 233-2072

Cell: (317) 450-7783

From: Rubin, Sarah

Sent: Monday, August 28, 2017 11:27 AM

To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <JSULLIVA@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; tthomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczuk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald <rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mckilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>

Cc: John W. Myers <jwmyers@HNTB.com>; Earl, James <JEARL@indot.IN.gov>; Timothy Miller <tnmiller@hntb.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>

Subject: I-69 S6 - 8/14 mtg follow up

All:

As a follow up to our Resource Agency meeting on 8/14 INDOT agreed to provide several items which included the following:

- Draft Meeting Minutes
- Copy of the Refine Preferred Alternative (RPA) PowerPoint Presentation
- Revised language to Comment AS004-04
- Updated Impacts Tables comparing C4, RPA and overall corridor impact thresholds

We will be finalizing the updates to the impacts tables by mid-week and anticipate sending the aforementioned information in one email by COB 9/1. As discussed at the meeting there will be 2 weeks for your review/comment with comments due 9/15.

Best,
Sarah

Sarah Rubin
Deputy Director of Public-Private Partnerships
Project Manager, I-69 Section 6
Office: (317) 234-5282



**US Environmental Protection Agency Response e-mail,
September 12, 2017**

From: Laszewski, Virginia [<mailto:Laszewski.Virginia@epa.gov>]
Sent: Tuesday, September 12, 2017 11:55 AM
To: Rubin, Sarah <SRubin@indot.IN.gov>
Cc: Westlake, Kenneth <westlake.kenneth@epa.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>;
Maietta, Anthony <maietta.anthony@epa.gov>
Subject: RE: I-69 S6 - 8/14 mtg follow up

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi Sarah,

Thank you for the opportunity to review the draft meeting/call notes. Regarding the "Attendee" list: Tony's last name is "Maietta". Tony (Anthony) Maietta is in our Air and Radiation Division (ARD).

Virginia Laszewski
NEPA Implementation Section
USEPA, Region 5

From: Rubin, Sarah [<mailto:SRubin@indot.IN.gov>]
Sent: Monday, August 28, 2017 10:27 AM
To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Groce, Samantha <SGroce@idem.IN.gov>; Burdick, Melanie <Burdick.Melanie@epa.gov>; Kozelichki, Janelle M <JKozelic@idem.IN.gov>; Westlake, Kenneth <westlake.kenneth@epa.gov>; CLARK METTLER, MARTHA <MCLARK@idem.IN.gov>; SULLIVAN, JAMES <jsulliva@idem.in.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Zoll, Mitchell K <MZoll@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; jsteinm@indiana.edu; ttomps@indiana.edu; Deborah.D.Snyder@usace.army.mil; scott_pruitt@fws.gov; Hilden, Laura <lhilden@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; julie.dingle@dot.gov; Janice.Osadczuk@dot.gov; eryn.fletcher@dot.gov; Bales, Ronald <rbales@indot.IN.gov>; Laszewski, Virginia <Laszewski.Virginia@epa.gov>; Ferlo, Albert M. <AFerlo@perkinscoie.com>; Dietrick, Andrew <ADietrick@indot.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Jansen, Jennifer L. <JJansen@indot.IN.gov>
Cc: John W. Myers <jwmyers@HNTB.com>; Earl, James <JEARL@indot.IN.gov>; Timothy Miller <tnmiller@hntb.com>; Kieffner, Jeremy <JKieffner@lochgroup.com>
Subject: I-69 S6 - 8/14 mtg follow up

All:

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We will be finalizing the updates to the impacts tables by mid-week and anticipate sending the aforementioned information in one email by COB 9/1. As discussed at the meeting there will be 2 weeks for your review/comment with comments due 9/15.

Best,
Sarah

Sarah Rubin

Deputy Director of Public-Private Partnerships

Project Manager, I-69 Section 6

Office: (317) 234-5282



**Indiana Department of Natural Resources-Division of Historic
Preservation Response letter, September 14, 2017**



September 14, 2017

Sarah Rubin
Project Manager
Indiana Department of Transportation
I-69 Section 6 Project Office
7847 Waverly Road
Martinsville, Indiana 46151

Federal Agency: Federal Highway Administration (“FHWA”)

Re: I-69 Section 6, Evansville to Indianapolis: August 14, 2017, Section 6 Resource Agency
Comment Response Meeting #2; draft, written responses to state and federal agency comments, and
final meeting minutes of June 27, 2017, DEIS Comment Resolution Meeting minutes; written
information presented or referred to during the August 14 meeting (FHWA-IN-EIS01-D; Des. No.
0300382; DHPA No. 4615)

Dear Ms. Rubin:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*), the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the submitted materials, which were received on August 4 and September 1, 2017, for the Section 6 project that is proposed to be built in Morgan County, Johnson County, and Marion County, in Indiana.

We have no questions or comments about the comment responses provided in James Earl’s August 4, 2017, e-mail or during the August 14 Comment Resolution Meeting #2 and follow-up information provided by Mr. Earl by e-mail on September 1, 2017.

In regard to potential impacts upon archaeological resources by the proposed project, we direct your attention to the comments that we included in our letters of April 14, 2016, and June 19, 2017; both to Kia Gillette (then at Lochmueller Group).

Additionally, as previously indicated, we note that portions of the proposed project area appear to lie within 100 feet of Old Mount Olive Cemetery (CR-55-64 in the Indiana DHPA SHAARD database system) and within 100 feet of Bell Cemetery (CR-49-57 in the Indiana DHPA SHAARD database system). Please note that, if the proposed project area includes any areas within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

In Dr. Linda Weintraut’s September 13, 2017, e-mail and the September 13 letter from FHWA that she had attached, the changes to the project alignment or design near three historic properties (now referred to as the Refined Preferred Alternative) that were described in the August 14 meeting and a draft, Section 106 memorandum of agreement are mentioned. We will be commenting on those documents from a Section 106 perspective in separate letter within the next few weeks.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.



SECTION 2: COMMENTS ON THE REFINED PREFERRED ALTERNATIVE

Part A – Responses to Comments

Refined Preferred Alternative (RPA) - Comment Responses – Public Individuals

Project Update Meetings: September 12, 13, 14

Comment Period: September 12-29, 2017

**RPA-001 9/12/2017 Verbal comment at Project Update Meeting
Ken Seger**

RPA-001-1 Comment:

As you're going southbound on 37, they're merging everything into one lane at Indian Creek. They have created one-lane traffic in front of Legendary Hills. Probably 600 yards in front of the entrance to Legendary Hills, you have to merge into one-lane traffic and then stop and make a sharp right-hand turn, which slows everybody back that's been jockeying for position coming up in there so that we can make the right turn coming into the addition. I understand you have to maintain your distances on your cones and everything as you merge into these traffic lanes. To eliminate a hazard for the people of Legendary Hills and everybody driving on down to Bloomington, if we could have a Legendary Hills exit ramp to where we don't have to get over into the one lane headed south to Bloomington. If someone would come down there and just look at it; come down on IU football game day and see what a mess it's going to be. I would like to see that addressed. It's a real hazardous situation I live at 2375 Legendary Hills. When they first put it up, the first time I thought, well – I ended up having to get over, and it's a dangerous situation.

Response:

The comment relates to the construction in Section 5. Questions on Section 5 can be addressed by calling 812-727-5796 or by emailing Section5@indot.in.gov.

**RPA-002 9/12/2017 Email
Rita Staton**

RPA-002-1 Comment:

Good morning, any word on when I-69 Section 6 will begin? Is there a map available for the set route?



Response:

Construction is planned to begin in Martinsville in Fiscal Year (FY) 2020 with the schedule for the remainder of the corridor to be determined as funds are identified. Pre-development work for I-69 Section 6 will be occurring over FY 2018 and FY 2019 in anticipation of construction in FY 2020. Predevelopment work will begin for Johnson County in FY 2019 and for Marion County in FY 2020. A detailed construction schedule for the section north of Martinsville to I-465 is not yet developed. For a description of the Governor's Next Level Plan, see <http://www.in.gov/indot/div/nextlevel/>.

Updated maps are located here: <http://www.in.gov/indot/projects/i69/2345.htm>.

RPA-003 **9/12/2017 Web Form**
Bobbie Finney

RPA-003-1 **Comment:**

I'm writing with some thoughts re: I-69 project from Martinsville to I-465. First of all, please reconsider taking any of the property from the Martinsville Golf Course, which has been there since 1925. The article in the Indy Star about the course and owner Sam Carmichael was simply heart breaking. The fact that Mr. Carmichael knows it is very possible he will lose part of his property to the new interstate, which in turn may cause loss of business and eventually loss of the course itself is so sad. Being a family owned business for such along time is rare and of an iconic nature. It would be a great loss to the Martinsville area.

Response:

The Refined Preferred Alternative (RPA) as shown in Chapter 3 of the FEIS requires additional right of way for construction of a local service road on the west side of I-69 Section 6. This roadway will acquire a portion of the driving range of the Martinsville Golf Course in order to provide and maintain access to the Martinsville Golf Course and other properties. The RPA does not directly impact the clubhouse or outbuildings at the facility, or the 18 holes of the course itself.

RPA-003-2 **Comment:**

Secondly, what if there was an elevated on ramp which would connect to 465? Say from about County Line Road, or Southport, the ramp would veer right and upwards, to connect to 465 East/West. This would allow St Rd 37 to continue North; and would allow the business, especially the truck stops in that area, to remain as is. Local traffic that normally travels 37N to Harding, and then up to I-70 would still be able to do this. And having the road elevated would perhaps prevent many homes/business from being torn down.

Response:

The RPA as shown in Chapter 3 of the FEIS includes elevated portions of I-69 and elevated ramps to I-465. Additionally, the RPA includes ramps at Epler Avenue as part of the I-465



interchange to allow access to Harding Street south of I-465 and to maintain local traffic and access to businesses along Harding Street.

RPA-004 **9/12/2017 Email**
Karen Sproles

RPA-004-1 **Comment:**

We were told at the meeting tonight at Martinsville High School that the maps of the final refinements would be online. I have searched till I am blue in the face and cannot find them. Can you send me the link as to where they are located. I live at 1759 S Ohio Street and am directly affected by these refinements and I am desperate to see them.

Response:

To receive information about I-69 Section 6 or view updated maps, visit www.i69indyevn.org and then select the “Maps” tab.

The property located at 1759 South Ohio Street is indicated as a potential relocation due to the Interchange at Ohio Street. If your home or property is acquired for the highway, INDOT relocation policies will be applied. INDOT relocation policies comply with FHWA’s Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act” – Public Law 91-646), as amended in 1987. These policies ensure that individuals and entities who must be relocated and/or sell property for highway right of way are fairly compensated. Properties are appraised using fair market value at the time of the appraisal inspection. A relocation agent will be assigned to this project in advance of acquisition to ascertain the needs and desires of potentially displaced persons to provide information, answer questions, and give help in finding replacement property. In addition to payments to property owners, any rental tenants whose residences are acquired are provided with relocation assistance.

For further information, consult FHWA’s brochures on acquisition and relocation for transportation projects. Brochures titled the “FHWA Approved Acquisition Process” and the “FHWA Approved Relocation Process” are available on the INDOT web site at <http://www.in.gov/indot/2698.htm>.

The maps that show the RPA are available on the I-69 Section 6 website in the “Maps” section (<http://www.in.gov/indot/projects/i69/2345.htm>). Visit the I-69 Section 6 Project Office at 7847 Waverly Road Martinsville, Indiana 46151, or call (317) 881-6408 for a more detailed discussion about this particular property.

RPA-005 **No Date Letter**
Mrs. Harold (Catherine) Hamilton

RPA-005-1 **Comment:**

This is related to Burton Lane and the Indiana Creek Bridge. I have been told this bridge is a “Historical Landmark”. True or False. I cannot foresee any reason why this community should be shut off from going thru the (newly constructed) bridge to town. The road that



is there now is going under the overpass - to connect the road (Jordan Road) would be a piece of cake. To install a walker, motorcycle type of bridge will only add problems for Jordan Road, etc. Since the bridge has been closed we've had strangers living under the bridge; also, night callers to use the phone – which we said “no” and the called the police – which they, of course, could do nothing.

I am 85 years old widow; my son stays with me but is gone much of the time. Looks to me if INDOT cares to save money they would of figured this out better. Go under 39 as is – go on into town – or turn right on Burton Lane – left to go to Kroger’s, etc. on Duo Drive – onto the overpass to SR 37 North. Makes sense to me – easier on Burton Lane/Liberty Road/Old SR 37 South. This has been my thoughts all along; no more a Landmark – just a trail for unwanted persons. Think about it please!

Response:

As indicated in Chapter 4 and Chapter 5.13 of the I-69 Section 6 DEIS, Morgan County Bridge No. 224 carrying Old SR 37 over Indian Creek, a Warren Pony Truss Bridge, is identified as a historic bridge. The bridge has been determined eligible for listing on the National Registrar of Historic Places and is a “Select” bridge on INDOT’s bridge inventory. As such, this bridge must be preserved in place. Since the bridge is not safe to carry traffic, it has been closed by Morgan County. This action was not related to the I-69 Section 6 project.

The suggested local roadway improvements outside the I-69 project area are subjects for planning by the local jurisdictions responsible for these roadways. INDOT will continue discussions regarding access with local officials, but local governments have jurisdiction over local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

RPA-006 **9/12/2017 Written from Project Update Meeting**
Karen Femis

RPA-006-1 **Comment:**

I am still very concerned about intersection at 144 and Old 37. The closeness to I-69 and ramps is physically different than way map looks. Traffic is terrible now at rush hour with backups on W side of bridge to 37. Roundabouts may not be any better, but trying to get out of Old 37 to Waverly, traffic is problematic. How about a food zone on Old 37?? (Illegible) to go to Mooresville is very different now. It will get [weird?]

Response:

For reference to the traffic data and description of the Refined Preferred Alternative (RPA), see Chapter 5.6 and Chapter 6 of the FEIS. A roundabout is not planned at the intersection of SR 144 and old SR 37, but traffic forecasts indicate that a traffic signal may be warranted. A formal traffic control warrant analysis would be conducted during project design to determine whether the requirements of the Indiana Manual on Uniform Traffic Control Devices have been met. These requirements must be met for a traffic signal to be installed.



RPA-007 **9/12/2017 Written from Project Update Meeting**
Angela Fink

RPA-007-1 **Comment:**

Concerned about noise on E Side of I-69 near Wakefield on toward County Line Rd. Why no sound barriers?

Response:

Since the project update meetings were conducted, a noise barrier at that location has been deemed both feasible and reasonable. As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative (RPA) were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. Noise modeling for Alternatives C1 through C4 indicated that a noise barrier would not be cost effective at this location. Due to a shift in the mainline alignment, noise modeling indicated that a noise barrier at Wakefield Road south of Bluff Road would be both feasible and reasonable with the RPA, as described below.

A noise barrier is determined to be feasible if it achieves at least a 5 dB(A) reduction in traffic noise for the impacted parcels (receptors) nears the source of the noise (interstate). A barrier must also be reasonable, meaning the barrier must meet INDOT's cost-benefit analysis and be desired by landowners or tenants. To be cost effective, the noise barrier cost must be \$25,000 or less per benefited receptor and be supported by a majority of the benefited receivers.

Noise barrier locations identified in the FEIS will be confirmed during the design phase. In addition, other locations may warrant further investigations during the design phase once specific survey and design information is available. During the design phase, INDOT will conduct public meetings specifically to discuss noise barrier locations and solicit feedback on whether noise barrier should be constructed where they have been determined to be reasonable and feasible.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 13 noise receivers on the east side of I-69 from Smith Valley Road to Wicker Road which would experience an increase in noise levels with the RPA such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 2,170 linear feet long. This barrier would meet the feasibility criteria and would be deemed reasonable. This barrier would reduce noise levels for 43 receivers or households at a cost per benefited receiver of \$23,936, which is less than the INDOT Noise Policy threshold for cost effectiveness.

RPA-008 **9/12/2017 Written from Project Update Meeting**
Ryan Burt



RPA-008-1 Comment:

I would like to request to be considered for acquisition due to our proximity to I-69. Two homes closer in proximity to the interstate were recently added to the acquisition list. These homes are in our backyard and we would like to know why we are not also being acquired.

Response:

The RPA as shown in Chapter 5.2 of the FEIS does not indicate this property is a potential relocation. Construction activities in this area will be limited to the existing roadway and immediately adjacent to the existing roadway. All relocations will be finalized during final design. INDOT can only purchase property required for the roadway improvements or that will be directly impacted by the roadway improvement.

For further information, consult FHWA’s brochures on acquisition and relocation for transportation projects. Both are available on the INDOT web site at <http://www.in.gov/indot/2698.htm>.

**RPA-009 9/12/2017 Written from Project Update Meeting
Howard Bennis**

RPA-009-1 Comment:

Concerned for expense of relocating WRFD Station 53 and overall emergency access.

Response:

INDOT has coordinated with the White River Township Fire Department and the White River Township Fire Department provided extensive comments to the DEIS. INDOT acknowledges and appreciates White River Township Fire Department’s expertise in determining adequacy of accessibility to its operating locations.

Impacts to response times for the fire department were considered in the selection of Alternative C4 as the preferred alternative in the DEIS at Smith Valley Road rather than Alternative C1 or the other alternatives. Considerations related to the evaluation and recommendation are provided in the review of Decision Area 5-3 in Section 6.3.2.5 of the FEIS. Input from the White River Township Fire Department was a major factor in the selection of the preferred alternative at this location. The White River Township Fire Department has included this relocation in their evaluation of response times and is supportive of the relocation. See Volume III, Comments and Responses, Part A, Local Government Comments (LG) Section of this FEIS for specific comments provided by the White River Township Fire Department.



RPA-010 **9/12/2017 Written from Project Update Meeting**
Steve Fuller Turkey Hill

RPA-010-1 **Comment:**

Will Turkey Hill maintain direct access with ingress and egress off of Ohio St? Losing this access and only having access from the rear will be detrimental to our business. What can be done to preserve this access?

Response:

The RPA as shown in Chapter 3 of the FEIS does not include access to this property directly from Ohio Street due to the proximity of the access ramp to I-69 southbound from Ohio Street. Access is provided to the rear of the property off of Bill's Boulevard. During final design access to this property from Ohio Street will be re-evaluated.

RPA-011 **9/12/2017 Written from Project Update Meeting**
Timothy Wyss

RPA-011-1 **Comment:**

Noise levels [at 8226 S. Belmont] are already very high. Very concerned what will be done to address noise abatement.

Response:

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. The noise barrier north of Wicker Drive and south of Southport Drive east side of I-69 has been determined to be feasible but not reasonable.

See response RPA-007-1 for a description of INDOT's noise policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 26 noise receivers in the Belmont Road area between Wicker Road and Stop 11 Road which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 2,000 linear feet long with an average height of 17.5 feet, with a total cost of \$1,052,940. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 23 receivers or households at a cost per benefited receiver of \$45,780, exceeding the INDOT Noise Policy threshold for cost effectiveness.



RPA-012 9/12/2017 Written from Project Update Meeting

Dave Neathery Neathery's BP

RPA-012-1 Comment:

The septic field adjacent to Hwy 37 is a mound system and will be impacted. Please shift road bed east to eliminate losing the septic field, which would make our business inoperable, per our discussion with Lamar and the other project engineers at the meeting at Perry Meridian HS.

Response:

As indicated in Chapter 3 of the FEIS, the RPA has been updated to avoid the mound system at this facility, thereby preserving this business. The final determination of properties to be acquired for construction of the project will take place as part of the final design process, which will occur after the FEIS/ROD.

**RPA-013 9/12/2017 Written from Project Update Meeting
Tony Yates**

RPA-013-1 Comment:

THANK YOU FOR LISTENING!!!

Response:

Comment noted.

**RPA-014 9/12/2017 Written from Project Update Meeting
Julia Navilstind**

RPA-014-1 Comment:

Are there plans to install a sound wall north and south of the Southport interchange?

Response:

There is not a plan to install a noise barrier at this location as the barrier north of Wicker Drive and south of Southport Drive east side of I-69 has been determined to be feasible but not reasonable. As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative (RPA) were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. Noise barriers have been determined to be feasible and reasonable on the west side of Southport Road from just south of the interchange to approximately 0.6 mile north of Wicker Road, on the west side of Southport Road from just north of the interchange to approximately 0.1 mile north of Banta Road, and on the east side of Southport Road south of the interchange to approximately 0.25 mile south of Belmont Road.



See response RPA-007-1 for a description of INDOT’s noise policy and RPA-011-1 regarding a noise wall near Belmont Road.

RPA-014-2 Comment:

Also, is Southport Road from Bluff Road to State Road 135 going to be resurfaced? It is in terrible shape at this time.

Response:

Resurfacing of Southport Road from Bluff Road to SR 135 is not planned as part of this project. INDOT will continue discussions regarding access with local officials, but local governments have jurisdiction over local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

**RPA-015 9/12/2017 Written from Project Update Meeting
Bill Dance**

RPA-015-1 Comment:

Please don't build it like the last section in Bloomington, it's a mess, build it and get it done!!

Response:

Comment noted. The limits of the first construction contract of I-69 Section 6 will be from the northern limits of Section 5 to Morgan Street north of Martinsville. The procurement method for this first construction project will be design-bid-build which differs from Section 5. The procurement methods for the remaining sections of I-69 Section 6 has not yet been determined but could include design-bid-build, design-build, design-build best value, design-build-finance, and design-build-finance-operate-maintain.

**RPA-016 9/12/2017 Written from Project Update Meeting
Shellie Sturm**

RPA-016-1 Comment:

Are you putting up sound barriers from Wicker to Southport Road? If not, please consider. Thanks!

Response:

See response RPA-007-1 and PRA-011-1 regarding highway noise.

**RPA-017 9/12/2017 Written from Project Update Meeting
John Jaffe**



RPA-017-1 Comment:

- 1) Fix Southport Rd Westbound at 37 now. Unbelievable back-up for W. bound traffic. Just extend green light for turns and straight thru!
- 2) Same as above for Wicker Rd westbound!! Thanks on behalf of thousands!

Response:

See response RPA-014-2 regarding local roads.

The Greenfield District of INDOT is responsible for the existing infrastructure of SR 37. This comment has been be shared with the Greenfield District for evaluation of signal timing.

**RPA-018 9/13/2017 Verbal comment at Project Update Meeting
David Griffith**

RPA-018-1 Comment:

It sounds like INDOT is moving in the right direction with completing this much-needed corridor. Living in Evansville, my hometown, it's been a struggle to have good transportation between Indianapolis and Evansville. So I'm looking forward to the completion of Section 6 and tentative changes from Indianapolis to Martinsville. Hopefully they can probably complete it before 2027 if the funding is there. That would be great

Response:

Comment noted.

**RPA-019 9/13/2017 Verbal comment at Project Update Meeting
Anton Swartz**

RPA-019-1 Comment:

I live off Hanna and Meridian. Already we get a lot of traffic across Hanna from Harding Street because of how the Harding Street intersection is. West to east traffic from Harding Street over towards 31 already backs up daily. With this construction going on and with the fact that they're going to be working on the Bluff overpass construction, which might potentially close Bluff Road at the highway for a period of time, that's going to severely impact us. My question to them was, have they looked at the possibility of expanding Hanna Avenue? It's something that the City has talked about a couple of times in the past. But this is means we're going to get 45-minute traffic backups. It's something I wanted them to bring up and to look at because it does affect a lot of traffic across that area already.

Response:

See response RPA-014-2 regarding local roads.



RPA-020 **9/13/2017 Verbal comment at Project Update Meeting**
Robert Grega

RPA-020-1 **Comment:**

I am right at Wicker Road. I'm on the west side. I am the second house. I'm about 1,500 feet from the highway. So if I understand correctly, they're going to bridge over Wicker Road with the road going underneath? I guess my thing is, are they going over? And if so, are they going to buy me out or what the deal is? If they expand that, I'm going to be right under that bridge; and it's probably going to be very noisy. I am the second house at 2602 Wicker. My concern is, is there going to be a bridge there? Am I close enough that I have an option for them to buy me out? Is it going to be very noisy? If they do put a bridge there, are they going to put a sound wall up there or something?

Response:

In the FEIS, this property is indicated as a potential relocation due to the Wicker Road underpass. All relocations will be finalized during final design.

See response RPA-007-1 and PRA-011-1 regarding highway noise.

RPA-021 **9/13/2017 Verbal comment at Project Update Meeting**
No name provided

RPA-021-1 **Comment:**

What is the chance of anything changing to the map I guess is my question? We live in Bluff Acres, which was flooded in the 2008 flood. They bought half of our neighborhood out between state and FEMA. We were told by the county that there wasn't enough funds to do everybody's houses, but when 69 came through that we would be out of there because of the flood potential and everything. Well, now we're not. And between the interstate and the flood ground and the flood insurance, we'll never be able to move. And our flood insurance just keeps going up and going up and going up. We're younger. We still have a mortgage on our house. Our flood insurance is \$2,400. So it's quite a bit more. We don't want to stay there. There's two houses right here, and then they bought several out. So are the two houses right next to 37.

Response:

Efforts to minimize impacts will continue through final design and modifications may occur during the design phase. See response RPA-004-1 regarding relocations.

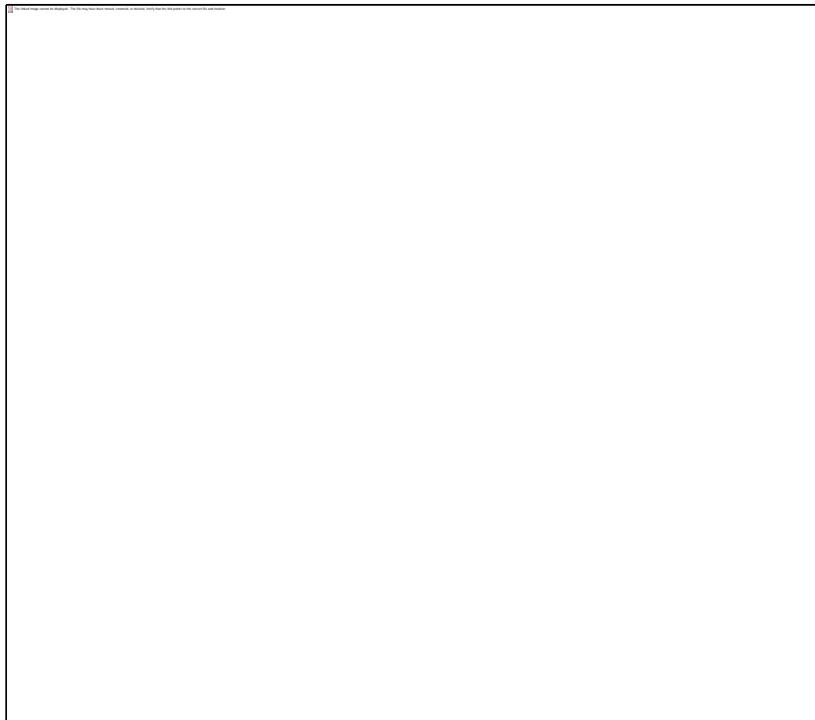
Drainage details will be developed in the next phase as a part of project design. INDOT will assure that drainage for any new or improved road sections constructed for this project meets current design standards. INDOT may not be able to correct existing problems on adjacent local roads, but the project design will not make them worse.

RPA-022 **9/13/2017 Email**
Betty Spetter



RPA-022-1 Comment:

I have reviewed the Refined Preferred Alternative maps for Section 6 and wanted to raise a concern for those residents located between SR 144 and Henderson Road, an 8 mile stretch of no interchanges. For residents who live around my location, for example, who have access to Whiteland Rd. (to go southbound) or Banta road (to go northbound), we will have to double back to find an alternative route to the proposed I-69. The first entry point to do so is to use Smokey Row Rd from Whiteland Rd northbound to Co. Rd 144 and then travel westbound to access the SR144 interchange. Although this increases the distance by 1.3 miles, the risk to take this route will far outweigh the mileage difference. The intersection of Co. Rd 144 and Smokey Row Rd is already extremely dangerous due to the angle of the roads at the intersection and how quickly the traffic travels on Co. Rd 144. But with the increased traffic from those who accesses one of the 11 entry points between SR144 and Henderson or roads from the north between SR144 and Smith Valley, the Co. Rd 144/Smokey Rd intersection will no doubt have even more extreme conditions and higher traffic incidents if a roundabout is not established there, or alternative plan. Alternatively, a frontage road from Banta road to SR144 would be the safest option and least cost given the property at both Banta and SR 144 are already potential relocations. Another alternative would be to have an overpass at Banta road connecting to the frontage road on the west side of 37. Please see the attached depiction of the traffic flow based on a residents' perspective, and the potential frontage road (similar to that from Stones Cross south to SR 144).





Response:

Limited access requirements of interstate highways may result in longer trips for some local travel, in this case for some motorists who currently use Whiteland Road or Banta Road to access existing SR 37. Alternate routes from the area south of Whiteland Road are provided by the link from Whiteland Road to Waverly Road, then Old SR 37 to SR 144, or Whiteland Road to CR 625 to CR 144. These routes are roughly 2 miles longer from the Whiteland Road/Banta Road intersection to the SR 144 interchange than the route suggested in the comment. Loss in travel time due to a change of access is compensated somewhat by travel time savings on I-69.

With regard to additional access between SR 144 and Henderson Ford Road, the Huggin Hollow Road connection has been realigned in the Refined Preferred Alternative (RPA) to intersect with Old SR 37 just south of the SR 144 interchange. This provides enhanced access to over 50 residents. Additionally, connections between existing Old SR 37 and local roads such as Perry Road and New Harmony Road are included in the RPA to maintain local roadway traffic and connectivity.

See response RPA-014-2 regarding improvements to local roads.

RPA-023 **9/13/2017 Email**
Karen Sproles

RPA-023-1 **Comment:**

Thank you so much for your quick reply. I have another question I hope you can help me with. On the map as you turn on Ohio Street back towards Kroger, we live right across the street from those buildings that are for sale and then Burger King is almost straight across from us. Our address is 1759 S. Ohio Street. We already had a kitchen table meeting and he pretty much told us I-69 would be taking our house. It looks like the red dots on the map have moved closer to the road. Can you tell me if they are planning on taking the whole property or maybe just some of the yard? Our house is the 5th house up from highway 37. I will be anxiously awaiting your answer.

Response:

In the FEIS, Chapter 5.2, this property is indicated as a potential relocation due to removal of the house and loss of access resulting from the interchange at Ohio Street. All relocations will be finalized during final design. However, property owners may retain ownership of any portion of a parcel not required for project construction. As such, there may be a portion of the property that would not be acquired; however, access to that remnant parcel would not be provided.

If your home or property is acquired for the highway, INDOT relocation policies will be applied. See response RPA-004-1 regarding INDOT relocation policies.

RPA-024 **9/13/2017 Written**
Josh Bain



RPA-024-1 Comment:

Property behind my home has been included in the right of way. A couple of acres of woods will be removed that weren't previously in the plans. This will greatly increase the noise level and beauty of my property. I am confused as to the necessity of expanding the right of way on the last survey. A noise wall should be considered.

Location – North of SR 44 - West side of I-69 – Shelbourne Addition / Judy Drive.

A man-made ditch flows from the streets at Judy Drive.

Response:

As indicated in Chapter 3, the RPA has been revised in some locations to follow property lines where acquisition of a structure was anticipated. As such, the right of way has been expanded from Alternative C4 at the end of Shelbourne Avenue to follow property lines.

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the RPA were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. The noise barrier at Judy Drive north of Reuben Drive west side of I-69 has been determined to be feasible but not reasonable.

See response RPA-007-1 regarding INDOT noise policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 5 noise receivers in the area of Judy Dr north of Reuben Drive west side of I-69 which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 1,300 linear feet long with an average height of 12 to 24 feet, with a total cost of \$864,270. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 14 receivers or households at a cost per benefited receiver of \$61,734, exceeding the INDOT Noise Policy threshold for cost effectiveness.

**RPA-025 9/14/2017 Verbal comment at Project Update Meeting
Jesse Peters**

RPA-025-1 Comment:

The biggest thing that INDOT hasn't -- I used to work for INDOT -- is the impact that it does to the roads that are tied to I-69 that are two-lane roads that will no way take the traffic or be dumped on. Is INDOT going to fund that if it changes? The county has a certain amount of money to deal with. That's for building I-69. But what they do to the rest of the system, there's no east-west roads through Johnson County. Well, there's roads, but they're two-lane roads. And now you're going to dump an interstate on that. It won't handle the traffic. County Line is one that's that way. Southport is one that's that way. Smith Valley is one that's that way. And that's basically it in Johnson County as far as east-west roads. My other question will be, when they're constructing this, all the people that will normally be on 37 now are going to be on these other roads like Bluff Road,



Morgantown, 135 and 31 is fine. But those other two roads, right now, if you drive it, it's a mess of traffic right now; and it's going to do nothing but increase. It's going to be a nightmare with this thing because Bloomington has been that way. And my biggest thing is when we finish 69, it won't handle the traffic that will be there. It's the same as what's on the north side of Indianapolis. Right now they're trying to do something with that, and they work on that every year. The other thing, I hope they're paying attention to the drainage on this because they're talking about making overpasses. So are they going to raise I-69 elevation-wise? Because when 37 had the expansion on this last one, it washed 37 away. So now it won't wash it away. So that water is going to have to go or not go somewhere.

Response:

Section 5.6 of the FEIS reviews traffic impacts of I-69 Section 6 in detail. Table 5.6-1 provides forecasted 2045 traffic volumes and levels of service on I-69. Service levels on all sections are forecasted to be Level of Service C or better, which is the standard in Indiana for a new interstate highway. Without I-69, SR 37 is forecasted to operate at level of service F, which is the lowest level used to measure service, through Martinsville and north of County Line Road to I-465.

Table 5.6-3 of the FEIS provides forecasted 2045 traffic volumes and levels of service on roadways that will intersect or cross I-69. Most roadways are shown to operate at Level of Service C or better with I-69 in place. Exceptions are SR 144, Smith Valley Road, and Southport Road, which are forecasted to operate at Level of Service D, which is still acceptable for peak period conditions on arterial roadways. With the exception of Smith Valley Road these roadways are forecasted to operate at Level of Service D or worse in the future if I-69 is not constructed.

INDOT will make improvements to local roadways at all interchanges and other locaitons within the I-69 Section 6 project area. The suggested local roadway improvements outside the I-69 project area are subjects for planning by the local jurisdictions responsible for these roadways. See response RPA-014-2 regarding local roads.

I-69 will be elevated in some location, particularly where there are underpasses. Hydraulic analysis and design of appropriate drainage has been completed as part of the preliminary design presented in the FEIS. Drainage design will be completed as part of the final roadway design to avoid the addition of drainage problems in the project area.

RPA-026 **9/14/2017 Verbal comment at Project Update Meeting**
John Markanich

RPA-026-1 **Comment:**

I'd like to throw a question out there to them regarding the impact on secondary roads because that was not addressed because your east-west roads here in Indiana -- I'm from Illinois originally, and the impact that I'm seeing is that the secondary roads are still two-lane. County Line, Morgantown as an example because people are going to have to come out of these communities, and we're going to double up on the traffic on those roads.



That's where my concern lies. It's going to affect the impact of emergency vehicles getting access. I think that's the biggest thing that I'm seeing that's got me concerned. Since I've been here in Indy, I've seen some screw-ups especially like with this contractor thing with that metro. In Illinois you wouldn't have been able to do that. The general contractor that gets that contract is responsible for all his subs. That's why you ask who they are before he's awarded the contract, and you hold him and them accountable. I can't believe they didn't do that, but that's not this problem. That's the thing that I'm saying that they should take a look at. I'm fearful that everybody is looking at the picture where the road is going but not what is happening to get traffic to that road and off that road. If there's an incident, we've got to evacuate that highway. Where do we get them to? The roads can't accommodate it and can't accommodate some of the traffic such as the trucks. I'm not seeing that addressed here.

Response:

Table 5.6-3 and 5.6-4 in Chapter 5.6 of the EIS compare anticipated future traffic volumes on many of the local roads with and without construction of I-69 Section 6. Traffic on County Line Road will increase significantly with I-69. Traffic on Morgantown Road will increase only a modest amount. See the response to RPA 025-1 regarding forecasted traffic conditions with I-69 Section 6. The suggested local roadway improvements outside the I-69 project area are subjects for planning by the local jurisdictions responsible for these roadways. See response RPA-014-2 regarding local roads.

See response RPA-015-1 regarding contracting procedures.

With regard to emergency response, Section 6.3.2 of the FEIS describes the analysis of decision areas and how modifications to the RPA considered input from various emergency responders. For additional reference see Appendix U and Volume III, Comments and Responses of the FEIS. The RPA reflects locations of access points or grade separations identified by emergency providers as best supporting routes within their service areas.

RPA-027 **9/14/2017 Verbal comment at Project Update Meeting**
Robert Wallman

RPA-027-1 **Comment:**

The way you show it, Big Bend Road will be dead-ended on both sides of 69? I heard there's going to be an overpass there and I've heard there won't be nothing and everything.

Response:

In the DEIS, Big Bend Road was indicated as an overpass. Based on public comments, continued efforts to minimize impacts and cost, the Big Bend Road grade separation was removed in the RPA. For reference, see Chapter 3 of the FEIS.

RPA-028 **9/14/2017 Verbal comment at Project Update Meeting**
Andrea Findley



RPA-028-1 Comment:

I'm curious as to why we don't have an access road for those of us who live south of Whiteland Road and use Banta Road or even Whiteland Road to access 37. I am glad to see that you finally had a meeting in the Center Grove area instead of Marion County and southern Morgan County. So I'm glad Johnson County finally got it after I complained about it. I don't know if anybody else did too. Obviously they got that. Anyway, so that's my question because if I go over to Morgantown Road and go up to 144, that's another 10 to 15 minutes to my route. I know there's an access road on the west side, but I don't see one on the east side. My name is Andrea Findley.

Response:

See response RPA 022-1 regarding local access plans in this area.

Extension of Bluff Road south was considered, but it was not pursued due to the required relocations, stream impacts at Messersmith Creek, and utilities in the area, with minimal potential benefit to the overall local roadway system.

See response RPA-014-2 regarding maintenance and construction of local roads.

**RPA-029 9/14/2017 Email
Gregg West**

RPA-029-1 Comment:

Hi, Regarding I-465, just west of White River and just east of the Mann Rd exit, (such as in front of 4325 W Thompson Rd for instance), I am noticing a red line for limited access right of way. Are there any changes to homeowners along that street? Are there offers for purchase of properties?

Response:

No work associated with I-69 is planned on Thompson Road west of the White River. The limited access right of way line along I-465 is north of Thompson Road. The RPA includes no planned changes for homeowners along West Thompson Road.

RPA-029-2 Comment:

Are you planning to install a concrete sound barrier there, an area which has been overlooked for sound barriers, and really would benefit from a sound barrier?

Response:

There is not a noise barrier planned at this location. The noise barrier south of I-465 and east of Mann Road and west of the White River was feasible but not reasonable. As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the RPA were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible.



See response RPA-007-1 regarding INDOT noise policy.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 20 noise receivers south of I-465 between Mann Road and the White River which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 2,748 linear feet long with an average height of 16.75 feet, with a total cost of \$1,381,050. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 22 receivers or households at a cost per benefited receiver of \$41,637 exceeding the INDOT Noise Policy threshold for cost effectiveness.

RPA-030 **9/14/2017 Email**
David Neathery Neathery's BP

RPA-030-1 **Comment:**

We attended the public information meeting tonight at Perry Meridian High School regarding the final route and drawings for Section 6. We were pleasantly surprised to find that different from the last proposal, our business will be saved from imminent domain taking. As we discussed with the Project engineers and LaMar Project representative, at the meeting tonight our septic field to the east of the station and parallel to the Hwy 37 roadway is shown in the projected right of way. Since there is no sewer service hookup available this would in fact make our business inoperable. If the right of way can be moved slightly east off the septic mound system, we will be okay. As indicated by your project engineers, that is a possibility and in fact a contingency that you had planned for. Please let me know if you need a survey of the property/plat encompassing the septic field for engineering purposes.

Response:

See response to RPA-012-1 regarding the septic field at this location.

RPA-031 **9/14/2017 Email**
Christian Sizemore

RPA-031-1 **Comment:**

I rent a home on Gardner Ave. According to the map of section 6, the house I am in, could or will be relocated. My question is, does the I-69 project have to find us a home to relocate to, or what exactly is supposed to happen? Any information is better than none.

Response:

See response RPA-004-1 regarding INDOT relocation policies. A relocation agent will be assigned to this project in advance of acquisition to ascertain the needs and desires of potentially displaced persons to provide information, answer questions, and give help in finding replacement property. In addition to payments to property owners, any rental tenants whose residences are acquired are provided with relocation assistance.



RPA-032 **9/14/2017 Email**
Gary Moody

RPA-032-1 **Comment:**

According to news reports, INDOT plans to reduce, to some extent, the construction and fiscal impact of I-69 Section 6 construction. Please see the attached letters which I sent to INDOT in 2015. They are among several written comments on Section 6 containing my suggestions, which I called "The Dollars and SENSE Solution." I also spoke, in the auditoriums, to the officials and members of the public at both the Martinsville and Center Grove meetings that year. I also spoke one-on-one with both INDOT and FHWA officials in the hallways at those meetings. While I am happy to see that you have adopted suggestions for reducing construction and fiscal impacts, I still find it unfortunate that INDOT has never seen fit to break out of its single-corridor mindset and consider the alternatives I suggested, which would not only produce a more efficient and less costly system in the long run, but would fully comply with both the letter and the spirit of NEPA. I'm tempted to remark here about Commissioner McGuinness' comments to the Daily Journal about benefits to his (and my) home county by the construction of Section 6, but I'm restraining myself in an effort to keep this communication positive and of the utmost help. (Incidentally, the Daily Journal report claims: "State officials have hosted more than 200 meetings and gotten more than 400 comments, Dietrick said." I assume that the correct figure is "more than 4000 comments.") Again, I'm glad that INDOT has made these adjustments to the plan. However, I urge you and other officials to make a serious examination of the benefits of incorporating State Road 67 into a more or less dual-corridor system for I-69 traffic, between I-465 and the north end of Section 5. Thank you

Response:

The decision to complete I-69 in Indiana was finalized with the completion of the Tier 1 EIS for I-69 from Evansville to Indianapolis. The decision for I-69 Section 6 to utilize the SR 37 corridor was confirmed in the I-69 Section 6 Screening Report and the DEIS. Other alternatives are not being considered further. INDOT received more than 400 comments on the March 2017 DEIS. This number did not include the number of comments since the project was reinitiated in late 2014.

RPA-033 **9/14/2017 Email**
Mel Chrichton

RPA-033-1 **Comment:**

Thanks for keeping us (Glennwood Homes) in the loop, even though (after reading the MOA) it appears that our neighborhood will not be of great concern regarding negative impact from I-69. Of course, when construction starts, we'll probably moan and groan about the noise, dirt, and traffic on Bluff Road. I am sure that INDOT will do whatever is necessary to minimize these negative effects during construction. Of longer term concern, then, would be the potential for highway traffic noise once I-69 is opened. We hope that INDOT will use "quiet" road surfacing and even noise barriers, and have signs banning



engine brakes in residential areas. That's probably an issue that has not yet been addressed, but I am putting our concerns forward now.

Response:

The Glennwood Homes Association Historic District was recommended eligible for the National Register of Historic Places as part of the Section 106 consultation process, which is used in federally funded projects to evaluate and mitigate impacts to historic properties. As part of the Section 106 process, it was determined there would be no adverse effect from the project on this historic district. This is because the I-69 Section 6 project is located approximately 578 feet from the historic district and the district is set on a heavily wooded tract of land along Bluff Road. The historic district is accessed via Bluff Road and traffic is expected to decrease as a result of the project at Bluff Road, north of Stop 11 Road, which is the entrance/access to the majority of resources in the district.

See response RPA-007-1 for a description of INDOT's noise policy. The noise analysis conducted near the Glennwood Homes neighborhood and the projected noise levels in the design year of 2045 did not meet the threshold of a noise barrier. Although a noise barrier is not warranted at this time, it does not prevent a re-evaluation once construction is complete.

Comment is noted regarding construction impacts while the work on I-69 is underway. INDOT implements many processes to minimize these impacts to the extent feasible, as described in the Section 5.12 of the FEIS which is specifically related to construction impacts.

RPA-034 **9/15/2017 Email**
Joe Nagy

RPA-034-1 **Comment:**

I am very pleased to hear updates on the I-69 progress now that the State has taken over the project. Being a south-sider my entire life, I can tell you first hand this project is desperately needed. I currently live at Southport Rd and SR 37. Each day, I feel like that intersection gets more and more congested, and seeing the final plan set makes me extremely happy for the future. I understand that the Bloomington to Martinsville section will take approximately another year or so to complete. How long do you anticipate the Martinsville to I-465 section taking and when is the anticipated start time frame? Are there any plans to accelerate the project or certain aspects of it?

Being a new engineer out of college, I understand there are many moving parts (studies, permitting, land acquisition, etc.) besides the physical construction of the project (let alone funding) which can prolong the notice to proceed for construction and make the scheduling extremely difficult to pinpoint. I was hoping to see the project completed before 2020, but I realize that would probably be a stretch. Any updates you could provide regarding the schedule would definitely be helpful!

Response:



See response RPA-002-1 regarding the project schedule.

RPA-035 **9/15/2017 Web Form**
Charles Dunn

RPA-035-1 **Comment:**

I am writing concerning the recent refined preferred route of Section 6 at the Ohio St interchange in Martinsville. I own the property located at 400 E Mahalasville Rd and have been following the updates as they have been published. The prior versions have all shown that my property would likely be purchased as access to Southview Dr would run through my property. The new version removes my property from the affected properties, but the plans look more concerning now than when my property might be taken. The map appears to show a drive coming off Southview just before it intersects Ohio which I believe will make getting in and out of my property difficult as this appears to be in a sharp curve that I would expect to have a good bit of traffic. There is also not a large distance to the intersection with Ohio St and if there is a stoplight I would expect traffic backing up creating a left hand turn out of my property both difficult and dangerous. Additionally I have concerns about how this map is showing access to the businesses on Southview near Burton Ln as it appears Burton Ln will be cut off forcing all the traffic for those businesses to use Southview which is shown to have 2 sharp curves. Is this revision likely to be the actual plan used? I would appreciate being contacted in regards to this newly published route as I do not want to have my property value lowered due to this project.

Response:

As referenced in the FEIS Chapter 3, the new connecting road shown in Alternative C4 between Mahalasville Road and Southview Drive has been eliminated in the RPA. This avoids the need to acquire several residential parcels, including your property. The RPA provides access to the south via existing Southview Drive and existing Mahalasville Road, and this link will pass your property in the manner you describe. Intersections will be relatively close together near your property, but the congestion at your access drive will be greatly reduced compared to that which exists today since Manalasville Road will link with Ohio Street north of your property. Only the traffic with an origin or destination on Southview Drive will pass your driveway with the roadway layout of the RPA.

RPA-036 **9/16/2017 Email**
Tony Miller

RPA-036-1 **Comment:**

Yes, I'm looking to buy a home on 144 7109 w state road 144, Greenwood, IN. I am wanting to know before I go through with the purchase of the home if the property will be affected by the I-69 project. Any help would be much appreciated.

Response:



In the FEIS, Chapter 5.2, this property is indicated as a potential relocation due to removal of the house and loss of access resulting from the Interchange at Ohio Street. All relocations will be finalized during final design. However, property owners may retain ownership of any portion of a parcel not required for project construction. As such, there may be a portion of the property that would not be acquired; however, access to that remnant parcel would not be provided. See response RPA-004-1 regarding INDOT relocation policies.

RPA-037 **9/17/2017 Email**
Mark Dodson

RPA-037-1 **Comment:**

The revised I-69 section 6 map 3 proposal routes the 1,000 residents from Foxcliff 1.5 miles across I-69 on Egbert road and then left another 1+ miles on Centennial road to get onto the highway vs a frontage road along the west side of I69. This will lead to a lot of congestion and traffic issues at the Egbert/Centennial intersection. By selecting this option, it should include a roundabout.

Response:

As referened in the FEIS Chapter 3, a standard intersection is included at Egbert Road and Centennial Road. The specific intersection type, which could be roundabout, traffic signal, or stop signs will be analyzed and decided during final design.

RPA-038 **9/17/2017 Web Form**
Brian Warner

RPA-038-1 **Comment:**

1. Why the massive amount of roundabouts in the County Line and Smith Valley road areas? We all realize that I-69 will become a major trucking backbone over the next 10-50 years. Roundabouts are great for rural intersections with mostly smaller automobiles, but how will that many roundabouts fare with heavy trucking traffic? A person travelling west on Smith Valley must navigate 3, 3! roundabouts, just to head south on I-69. The same applies for a person travelling south on I-69, heading east on Smith Valley (which will be 95% of your traffic). Yet, in a much busier intersection (Southport), you have chosen a much more standard interchange.

Response:

Roundabout intersections are provided at both ramp terminals of the diamond interchange in lieu of the standard intersections in order to reduce property acquisition. A roundabout intersection is included in the RPA at Mullinix Road, located immediately east of the interchange. Roundabouts are proposed since they work more effectively for closely spaced intersections than traffic signals. Comments from local residents requested a roundabout at the Mullinix Road intersection due to concerns about traffic congestion.



Roundabouts will be designed to INDOT standards, which accommodate trucks and other large vehicles such as fire trucks, school buses, and trash trucks. If necessary, mountable curbs will be used on the interior of the roundabouts for this purpose.

RPA-038-2 Comment:

2. Change in amount of North/South lanes. Why the change to open up to 6 lanes at 144, vs 6 lanes at Smith Valley? With the current 4 lane setup, traffic cannot flow with any volume during busy periods. There is no opportunity to pass because of the current 2 lane situation. How will this possibly improve with increased traffic over the coming decades? Traffic definitely opens up south of 144, where the volume is less, which seemed like the natural choice for lane selection.

Response:

The Indiana Design Manual standards were used with traffic forecasts to determine the required number of travel lanes for this project. Refer to Table 3-3 of the FEIS for information related to 2045 estimated average daily traffic and number of travel lanes per subsection. Table 5.6-1 of the FEIS provides forecasted traffic estimates and estimated I-69 levels of service for each alternative by subsection. The four-lane section south of Smith Valley Road is forecasted to operate at a Level of Service C in 2045, which meets the criteria for a new interstate highway in Indiana. It should be noted that existing conditions, including back-ups and lack of passing opportunities on the four lanes of SR 37, are not an indication of service expected for I-69. Operating conditions will be much better due to the higher design standards and elimination of traffic signals with I-69.

RPA-038-3 Comment:

3. Elimination of lanes north and through Martinsville. There are climbing lanes from Teeters Road south to almost Grand Valley Road. In your plans, you eliminate these extra lanes. WHY? Again, consider the increase in truck traffic travelling through this area.

Response:

Climbing lanes have been eliminated in the RPA between Grand Valley Boulevard and SR 44 (northbound), and between Morgan Street and SR 44 (southbound) as they are no longer warranted per the Indiana Design Manual. Climbing lanes were used on SR 37 due to the traffic signals on SR 37 at SR 252 and SR 44. The slow acceleration of trucks from a stopped condition in the middle of the existing steep grade caused an unacceptable delay for passenger vehicles. With no traffic signals on I-69, the need depends on the volume of traffic being served. Forecasted volumes on this section are below the vehicle per lane criteria for freeway climbing lanes in the Indiana Design Manual.

RPA-038-4 Comment:

4. Grand Valley Blvd. Why the change from a perfectly straight road going northeast, to a wavy loopy path to Cramertown loop?



Response:

The alignment of Grand Valley Boulevard between Walmart and Cramertown Loop was adjusted in the RPA to align with a proposed development that has been platted in that area. A portion of the road is currently being constructed by the developer of the property. INDOT will complete the connection to Cramertown Loop.

RPA-038-5

Comment:

5. Ohio Street - Roundabouts - again. Consider the truck traffic, and the benefits of a standard interstate intersection. It would use a lot less land and require less purchases than the proposed roundabout.

Response:

Truck traffic was considered in the design of the roundabouts and trucks will be able to maneuver the proposed interchange.

The layout of the Ohio Street interchange was changed in the RPA in response to requests from the City of Martinsville, Morgan County, and many citizens to minimize commercial relocations in the vicinity, particularly in the northwest and southeast quadrants of the interchange. The RPA includes an elevated roundabout interchange, and the alignment of mainline I-69 is shifted to the southwest. Realignment of the southbound entrance ramp allows impacts to the parking lot at Walgreens to be avoided. The shift in mainline alignment in the RPA, coupled with retaining walls, reduces the number of relocations in Spring Valley and Sun Valley Mobile Home Parks west of SR 37 by 29 units, from 30 relocations to one.

RPA-038-6

Comment:

6. Burton Lane. Why is there no overpass/underpass selected? You are forcing commercial traffic down a very narrow side street from Ohio street south to access the GMC Dealership, and many popular restaurants on the east side of the road. This also very heavily restricts access to the Martinsville Sportsman's Conservation Club which is located south east by the river on Burton Lane. All traffic that wants to access any of these businesses must now travel through very small neighborhood streets to get north, and travel through the parking lot near Rural King. Terrible idea.

Response:

The decision to remove the Burton Lane overpass was based on minimizing direct property impacts to businesses and reducing cost. Eliminating the overpass results in six fewer commercial relocations and five fewer residential relocations compared with Alternative C4. It also avoids the relocation of the Martinsville Baptist Tabernacle Church and Tabernacle Christian School. This change addresses concerns expressed in public comments and is consistent with recommendations of the value engineering study. For additional reference see Section 3.8.2 of the FEIS.

The width of Southview Drive is relatively standard (23 to 24 feet) from Mahalasville Road to Cherry Street, where it narrows to 20 to 22 feet in front of the GMC dealership. This



condition exists today, whether the section is accessed from the north or from Burton Lane to the south. Conditions further south would be unchanged with I-69.

RPA-038-7 Comment:

7. North exit to SR 39. Why would you move the existing roadbed CLOSER to a floodplain and the creek? Its already an issue now, why make it worse?

Response:

The changes to SR 39 are minimal in this interchange area, and bridges are being raised higher above the floodway. A preliminary hydraulic design was conducted as part of this study and a detailed hydraulic analysis will be performed during final design to insure the project meets the most current standards of INDOT and regulatory agencies. The potential for flooding will not be increased by this project.

RPA-038-8 Comment:

8. Henderson Ford Road - Interchange looks great, huge, but great. I HIGHLY encourage you to draw something into the plans to upgrade Henderson Ford road with the county to at least the bridge over White river. The banking just north and west of the interchange is very steep with no guardrails at all. This road is designated to become a major through path for people between I-69 and SR 67. It is barely safe for normal traffic, let alone truck traffic. It is very dangerous in the winter months. PLEASE set something up with the county to upgrade this road, since I-69 will be the cause of the increased traffic in this area.

Response:

Traffic has been forecasted for all local roadways that will intersect or cross I-69 Section 6, including Henderson Ford Road west to the White River. The results are shown in Table 5.6-2. As the table shows, traffic levels on this section of Henderson Ford Road are expected to be similar in magnitude to those which exist today, with a forecasted level of service B, which exceeds the level of C, which is the desirable minimum on local roadways. See response to RPA-014-2 regarding maintenance and construction of local roads.

**RPA-039 9/18/2017 Email
Penny Berty**

RPA-039-1 Comment:

Can you give me any idea when we can expect our home to be purchased by the state for I-69. Or when we would get a notice letting us know that our house is going to be purchased for I-69?

Response:



The property at 384 Wakefield Court is indicated as a potential relocation due to the Wicker Road underpass. All relocations will be finalized during final design. Property owner contacts will begin in early 2018 for property owners north of Martinsville.

See response RPA-004-1 regarding INDOT relocation policies.

RPA-040 **9/18/2017 Web Form**
Vann Sanders

RPA-040-1 **Comment:**

I would like to talk to someone about the I-69 project. The current maps show that some of my property will be effected. I have submitted form both online and in person at the project office in the past and have been ignored. If this is not the correct way to contact the government concerning this project can you please tell me how I can do that.

Response:

The property at 3435 State Road 37 North is not anticipated as a relocation. Willowbrook Drive will be reconstructed to extend behind the homes on Willowbrook Drive to provide access to this property and others that will have access removed due to the Egbert Road overpass.

RPA-041 **9/18/2017 Email**
Chris Wren

RPA-041-1 **Comment:**

Just dropping a note. I have reviewed the most current plans concerning the overpass at Egbert Road. I must admit that I am not confident that by adjusting the overpass to north makes a great enough change to mitigate or eliminate excessive flooding in this area, but only to locate it on State owned property. During a flood event, the huge volume of water flows through and out of the neighborhood and across the highway as experienced by the many drivers on this stretch of road and the previously attached photos. As previously mentioned, an overpass of this nature could most likely or potentially cause a damming effect preventing flow away from the homes in this area. This is worrisome to me, and I feel it is important to ensure that these concerns are considered and addressed for any actual interstate/overpass planning or construction. Of course, these concerns are of no consequence should the County proceed with the purchase of these homes by year's end or just after as we had discussed. We are hopeful. I do appreciate your time and consideration with these concerns.

Response:

Drainage details will be developed in the next phase as a part of project design. INDOT will assure that drainage for any new or improved road sections constructed for this project meets current design standards. INDOT is aware of the history of flooding in this area and realigned the Egbert Road overpass to avoid properties purchased with federal Hazard Mitigation Grant Program funds. The I-69 project may not be able to correct



existing problems on nearby local roads, but the project designers will take care not to make them worse due to overpasses and other components of I-69.

RPA-042 **9/19/2017 Email**
Anna Stringer

RPA-042-1 **Comment:**

I have lived at the 500 block of W. Epler since 2009. I have seen a ridiculous amount of accidents since I have moved here. I have previously sent you pictures of them. (My family has lived on Bluff Road or east of Bluff Rd between Hanna and Edgewood since 1943 so I have experience with the surrounding area) I am seriously concerned about you connecting Epler to I-69 at the same time, you are deleting the access from Edgewood and Banta that SR37 currently has. In just the last two weeks, on W. Epler between the 400-500 block, we have had 3 mailboxes taken out, people stopping in the middle of the road to climb trees to steal fruit from Adrian Orchards trees, a person trying to turn around in the middle of the road, drive into my ditch, another turn around in the road by driving around a tree in George Adrian's front yard and a police officer give 4 speeding tickets in 20 minutes. These drivers are crazy.....You are going to triple the amount of traffic on Epler when you delete the Edgewood and Banta access. Auto GPS is going to instruct people to use Epler as an East/West thoroughfare because it will be the last exit before I465. I believe you need to dead end Epler into the industrial park on the east side of the proposed I69 and make people disperse onto the next exit north, Harding street. Plus, as currently designed, people will be trying to use westbound Epler to travel south on I69. This will be impossible during rush hour unless you put a stoplight there. I am sure your current design looks good on paper. But, I think it is irresponsible of you to push traffic onto a road that is not suitable for it. Especially when the road is in use now by crazy people!!!!!! I am seriously concerned about how your plan will adversely effect our street. Please review it.

Response:

I-69 will connect with Epler Avenue, but the construction work will not extend to the portion of Epler Avenue between Bluff Road and Meridian Street. This comment describes a safety issue on an existing part of the local road network. The Epler Avenue ramps are needed to maintain access to businesses at the existing Harding Street interchange. In addition, Epler Avenue is needed to provide access to and from the Sunshine Gardens neighborhood. A direct connection will be provided from Epler Avenue to Harding Street just east of I-69 to provide the mobility benefits noted in this comment.

Regarding outdated county roads, the redistribution of local traffic is considered in the review of local service roads and interchanges in a series of decision areas along the corridor. Section 6.3.2 of the FEIS describes local road improvements included in the I-69 Section 6 project. These include linkages to the local roadway network and/or grade separations at I-69 to maintain access and mobility for surrounding properties. Outside the project area of I-69, INDOT will continue discussions regarding access with local



officials, but local governments have jurisdiction over local roads. See response RPA-014-2 regarding local roads.

RPA-043 **9/20/2017 Email**
Jennifer Foster

RPA-043-1 **Comment:**

Hello - we reside at 2620 Wicker Rd, per the latest map for the above section, there is a proposed right of way that comes along our house line and appears to take over our driveway and relocates the driveway in front of the house instead of beside it, as well as now takes a portion of our front yard. Can you please explain what the "proposed" right of way means? Will this be a fence? An off ramp? A shoulder area? We are concerned as it is now closer than in prior renderings.

Response:

The property at 2620 Wicker Road is not anticipated to be a relocation, but the property immediately to the east of that property is anticipated to be a relocation. Therefore the right of way line has been drawn to the property line, adjacent to your driveway. It is anticipated that the right of way fence will be approximately 100 feet east of your property line. Beyond the right of way fence would be an earthen berm with I-69 elevated above Wicker Road. The excess land on the adjacent parcel, if acquired by INDOT, could be utilized for stormwater retention or other plantings. The property owner also may retain ownership of this land.

Right of way acquisition may also be required along Wicker Road for improvements to that roadway as part of the I-69 Section 6 project. This would likely be minor property acquisition for roadway reconstruction or drainage improvements.

See response RPA-004-1 regarding INDOT relocation policies.

RPA-044 **9/20/2017 Web Form**
Penny Berty

RPA-044-1 **Comment:**

Is there a time frame that we will know when our home (property) maybe purchased? This has been a up and down time for us. Its the living in limbo on what do as if we should buy things for our home.

Response:

This property, located on Wakefield Court, is indicated as a potential relocation as a result of a shift in the I-69 mainline near McCarty Mulch. If this home or property is acquired for the highway, INDOT relocation policies will be applied.

See response RPA-004-1 regarding INDOT relocation policies, and response RPA-002-1 regarding the project schedule.



RPA-045 **9/21/2017 Email**
Beth Campbell

RPA-045-1 **Comment:**

I live by 37 and Smith Valley Rd. and I attended the meeting last week at Perry Meridian High School for the I-69 meeting. According to the map there will not be access to I-69 from Fairview Road, Wicker Road, or Belmont. I pass these roads every morning and many cars get on 37 from each of these roads. IF, you do not allow access from these roads with the new interstate that will force those cars to have to feed into County Line and Smith Valley and Southport. Those three roads (Smith Valley, County Line and Southport) are already incredibly crowded and access to them (down all North and South bound lanes (135, Peterman, etc.) are very difficult to move along during rush hour and week-ends. Please reconsider access at Fairview, Wicker and Belmont please. There is no way the three roads you have selected can handle all of the traffic to access the interstate in Greenwood and Southport. I access on Fairview already to avoid Smith Valley because of traffic on Smith Valley.

Response:

Criteria for locating interchanges is provided in Section 3.5.2 of the FEIS. As indicated in that section, greater spacing between interchanges generally produces better traffic flow and enhances safety on the highway, but it reduces accessibility for users. These factors must be balanced to serve needs associated with interstate highway operations and local mobility.

In this case, interchanges are located just over a mile south at Smith Valley Road and just over a mile north at County Line Road. These are the most closely spaced interchanges on I-69 Section 6 outside of the urbanized area of Martinsville. Traffic forecasts indicate that these interchanges will adequately serve forecasted traffic volumes. No additional interchanges are planned in this area as part of this project.

All proposed interchange configurations are evaluated to assure that they will provide acceptable traffic operation for traffic volumes forecast to occur 20 years after opening. The provision of free-flow loop ramps at the Southport Road and County Line Road interchanges are not necessary to provide acceptable operation for forecast traffic. These loop ramps would be more expensive and impactful to construct than the proposed ramps. See Section 3.5.2 of the FEIS for a detailed discussion of interchange location criteria for I-69 Section 6.

The general issue of interchange spacing is governed by FHWA guidelines that interchanges in urban areas will be separated by at least one mile, and interchanges in rural areas will be separated by at least three miles. These guidelines help to ensure that interstate highways are cost effective and safe. Frequently-spaced interchanges in urban areas (less than a mile apart) tend to result in excessive conflicting traffic movements of vehicles weaving to enter and leave the highway.

INDOT will be responsible for designing, constructing, and maintaining I-69 and the associated interchanges. Local jurisdictions will be responsible for planning, designing



and constructing local road improvements outside the interchange limits. The Indianapolis Department of Public Works (DPW) is responsible for Southport Road both east and west of the Southport Road interchange. DPW has been engaged in the planning of I-69 at this location.

Grade crossings (overpasses or underpasses) were considered at both Fairview Road and Olive Branch Road, but they were not recommended due to cost and impact issues. Section 6.3.2.5 of the FEIS, the evaluation of a Fairview Road grade crossing is described for Decision Area 5-4, and an Olive Branch Road grade crossing is described for Decision Area 5-2.

A Fairview Road overpass was evaluated as an alternative to the proposed continuous local service road on the west side of I-69. The primary purpose of either of these options is to provide access to property along the west side of I-69. Constraints west of SR 37 would make it expensive to provide both an overpass and a continuous service road. Both Bluff Road and Morgantown Road are available for north/south travel on the east side of I-69, so few vehicles would be expected to cross to the west side of I-69 to travel north and south.

RPA-046 **9/21/2017 Written**
Rod Stafford

RPA-046-1 **Comment:**

Do not want barrier wall in front of Orange Street Minor Plat – 2B3 Lot. Vacant property on the north side of SR 37 and the west side of the Goodwill property. 2 Platted lots – zoning = B3 Drive by business. Sound wall would cut off visibility to the future businesses – restaurants, etc.



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REMONSTRATORS: NONE.

MOTION: Grady Howard made a motion to approve request for change in zoning district from R-1 to B-1 for the property located just east of the intersection of East Morgan Street and Hospital Drive with driveway perpendicular to Morgan Street, two lanes to ingress and egress two lanes of traffic, and a hard surface required. Signage must meet sign ordinance. The motion was seconded by Mike Kirsch and passed with six votes in favor and one vote against (Douglas Arthur).

P-08-03-05. Fewell Family Partnership.

Requested minor plat approval and more specifically to divide 3.28 acres into two parcels on property located at the intersection of Pine Drive and Orange Street in the City of Martinsville.

P-08-03-06. Fewell Family Partnership.

Requested rezoning of property located at intersection of Pine Drive and Orange Street from R-3 to B-3.

Ross Drapalik made the presentation to the Plan Commission. John Fewell owns the land but has given a letter of approval for commercial use advantage. The request was to divide 3.28 acres into two parcels on property located at the intersection of Pine Drive and Orange Street in the City of Martinsville and consider the rezoning of the property from R-3 to B-3.

Ross Holloway stated there could be no bars or serving of alcohol in a B-3 zoning.

Rod Stafford said that the purpose is to stay at B-3 zoning. There would be a landscaped buffer. Mr. Stafford would not have businesses that open at 2 AM and would consider a time frame of closing at a decent hour.

REMONSTRATORS:

Viola Daily, 39 Tulip Drive. Ms. Dailey did not want a business. Does not want lights in her backyard. Does not want a business.

Lynn Daily. The area is congested. Cannot get fire truck down street. The city does not maintain Pine Drive. The city does not pick up trash.

Phil ??, 59 Tulip Drive. Does not want business. Does not want lights from signs in back yard. Just bought the home and was told it was a residential area of 20 years.

MOTION: Ross Holloway made a motion to change the zoning from R-3 to B-3 with the listed restrictions for the property located at the intersection of Pine Drive and Orange Street. The motion was seconded by Douglas Arthur and passed with six votes in favor and one vote in abstention (Juanita McGraw).

Restrictions are: (1) no elevated signs on Pine Drive; (2) landscaping to headlight level; (3) limit hours of operation to 11 PM; (4) no night clubs or selling of liquor; (5) restrict the building height to be 20 ft. (single level); and (6) lights must go down and not to face southern area.



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Ross Holloway and Grady Howard suggested that the surveyor be allowed to add developer to plat. This was agreed upon by the rest of the Plan Commission.

MOTION: Douglas Arthur made a motion to accept the plat as submitted to divide 3.28 acres into two parcels and city to accept Pine Drive. The motion was seconded by Mike Kirsch and passed with six votes in favor and one vote in abstention (Juanita McGraw).

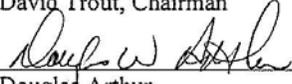
Ross Holloway said dedication of street to be approved. The changed in the plat of Henry property was never recorded. Ross stated that the plat needs to be cleaned up, and if the plat is not recorded after one year, the plat would be void.

ADJOURNMENT: There being no further business, the meeting adjourned.

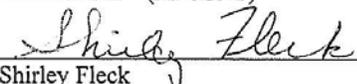
NEXT MEETING: The next regularly scheduled meeting will be at 7:00 PM, Tuesday, April 22, 2008.

Notes of the meeting were taken by Valerie Martin.
Recording system was not functioning.

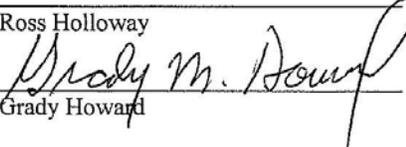
David Trout, Chairman


Douglas Arthur

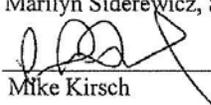
Eric Bowlen (ABSENT)


Shirley Fleck

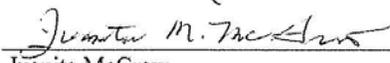
Ross Holloway


Grady Howard

Marilyn Siderewicz, Secretary (ABSENT)


Mike Kirsch

Juanita McGraw


Joanne Stuttgarten (ABSENT)

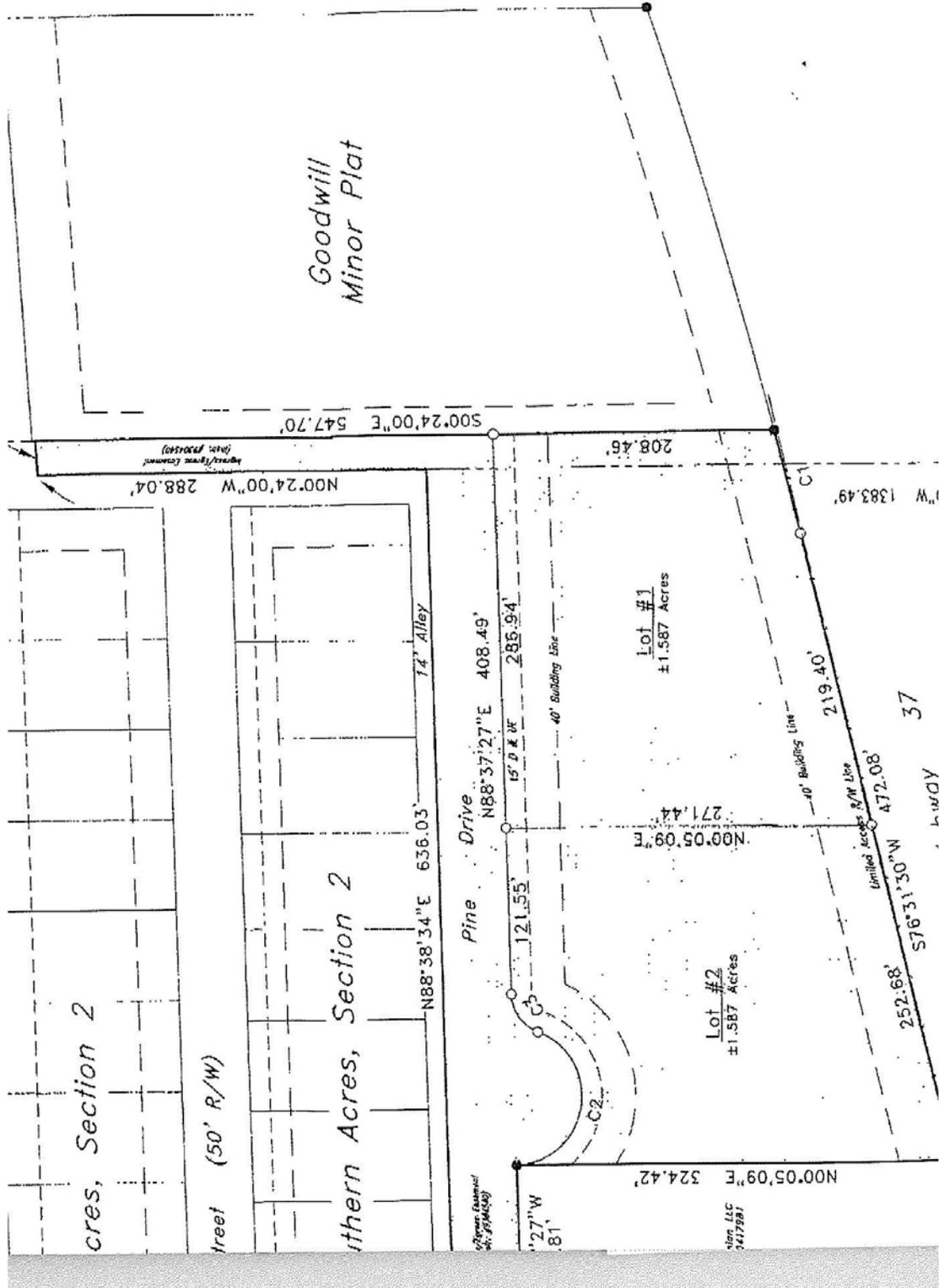
Tom Williams (ABSENT)

Rod Bray, Attorney



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Response:

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the Refined Preferred Alternative (RPA) were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. The noise barrier at this location has been determined to be feasible and reasonable.

See response RPA-007-1 regarding INDOT noise policies.

Additional public involvement will occur regarding the location of noise barriers determined to be feasible and reasonable and property owners will be able to indicate if they prefer the construction of a barrier.

RPA-047 **9/24/2017 Email**
Tom Ahler

RPA-047-1 **Comment:**

I spoke with you at the Interstate 69 Section 6 meeting at Perry Meridian High School on Wednesday, September 13, 2017. During our discussion about Interstate 69, I stated to you about extending Interstate 69 north of Interstate 465 on the South West Side the City of Indianapolis, Indiana to the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the North East Side of the City of Indianapolis, Indiana. Down below is the route for the Interstate 69 extension through the City of Indianapolis, Indiana.

Interstate 69 Extension Route: Starting at Epler Avenue, Interstate 69 will head due north to and connect with Interstate 465 with a new interchange on the south west side of the City of Indianapolis, Indiana. Starting at the new interchange on Interstate 465 on the south west side of the City of Indianapolis, Indiana, Interstate 69 will head north on a new alignment or a new terrain route to the intersection of Belmont Avenue and Minnesota Street. Starting at the intersection of Belmont Avenue and Minnesota Street, Interstate 69 will overlay Belmont Avenue north to the intersection with 10th Street. (Remove Eagle Creek) Starting at the intersection of Belmont Avenue and 10th Street, Interstate 69 will head North-East on a new alignment or a new terrain route to and connect with the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana. Plan A Interstate 69 is a sixteen (16)-lane divided full control, limited access highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana. Interstate 69 Northbound is eight (8)-travel lanes between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana. Starting in the center median there is a five (5) foot high concrete barrier to separate Interstate 69 Northbound traffic from Interstate 69 Southbound traffic. Next to the five (5) foot high concrete barrier, there is a five (5) foot wide inside shoulder for Interstate 69 Northbound. Next to the five (5) foot wide inside (left) shoulder, there is travel lane one (1) Next to travel lane one (1), there is travel lane two (2). Next to travel lane two (2), there is travel lane three (3). Travel lane one (1), Travel lane two (2), Travel lane three (3) are Toll Lanes. Travel lane one (1) is a



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Toll Lane for Rapid Bus Transit. Travel lane two (2) is a Toll Lane for HOV (High Occupancy Vehicle). Travel lane three (3) is a Toll Lane for HOV (High Occupancy Vehicle). ---HOV (High Occupancy Vehicle) can use travel lane one (1) when travel lane one (1) is not used by Rapid Bus Transit.--- Next to Travel lane three (3) is a ten (10) foot wide (right) outside shoulder. Next to the ten (10) wide (right) outside shoulder, there is a five (5) foot high concrete barrier. Next to the five (5) foot high concrete barrier, there is a twelve (12) foot wide inside (left) shoulder. Next to the twelve (12) foot wide inside (left) shoulder, there is travel lane four (4). Next to travel lane four (4), there is travel lane five (5). Next to travel lane five (5), there is travel lane six (6). Next to travel lane six (6), there is travel lane seven (7). Next to travel lane seven (7), there is travel lane eight (8). Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder. Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are long distance travel lanes and short distance travel lanes. Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), and travel lane eight (8) Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder. Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are long distance travel lanes and short distance travel lanes. Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), and travel lane eight (8) are Non-Toll Lanes.

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana.

Interstate 69 is a sixteen (16)-lane divided full control highway between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Interstate 69 Northbound is eight (8)-travel lanes between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange on the north east side of the City of Indianapolis, Indiana.

Starting in the center median there is a four (4) foot high concrete barrier to separate Interstate 69 Northbound traffic from Interstate 69 Southbound traffic. Next to the five (5) foot high concrete barrier, there is a five (5) foot wide inside shoulder for Interstate 69 Northbound. Next to the five (5) foot wide inside (left) shoulder, there is travel lane one (1) Next to travel lane one (1), there is travel lane two (2). Next to travel lane two (2), there is travel lane three (3). Travel lane three (3) is a Toll Lane for HOV (High Occupancy Vehicle). Next to Travel lane three (3) is a ten (10) foot wide (right) outside shoulder. Next to the ten (10) foot wide (right) outside shoulder is a five (5) foot high concrete barrier. Next to the five (5) foot high concrete barrier there is a twelve (12) foot wide inside (left) shoulder. Next to the twelve (12) foot wide inside (left) shoulder, there is travel lane four (4). Next to travel lane four (4), there is travel lane five (5). Next to travel lane five (5), there is travel lane six (6). Next to travel lane six (6), there is travel lane seven (7). Next to travel lane seven (7), there is travel lane eight (8). Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder. travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are long distance travel lanes



and short distance travel lanes. travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), and travel lane eight (8) are Non- Toll Lanes. ---HOV (High Occupancy Vehicle) can use travel lane one (1) when travel lane one (1) is not used by Rapid Bus Transit.---

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

The new Interstate 69 extension between the Interstate 465 Loop and downtown Indianapolis will provide an additional way to access the downtown Indianapolis area. Also, the Toll Lanes will provide a much needed source of financial revenue to construct and repair this sixteen (16)-lane divided full control highway. Therefore, the new Interstate 69 extension project.... as a sixteen (16)-lane divided full control, limited access highway around the west end of the downtown area in the City of Indianapolis, Indiana.....will take precedence over individual home owners,..... land owners,.....and environmental issues.

The new Interstate 69 extension will help reduce..... Urban Blight and Urban Decay by demolishing older buildings and structuresalong the new Interstate 69 Corridor around the west end of the downtown area in the City of Indianapolis, Indiana.

Plan B

Interstate 69 is a twenty-two (22)-lane divided full control, limited access highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana. Interstate 69 Northbound is eleven (11) travel lanes between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana. Start with the sixteen (16)-lane divided full control, limited access highway stated above in Plan A. Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder from Plan A. Next to the twelve (12) foot wide outside (right) shoulder, there is a five (5) foot high concrete barrier. Next to the five (5) foot high concrete barrier, there is five (5) foot wide inside (left) shoulder. Next to the five (5) foot wide inside (left) shoulder, there is travel lane nine (9). Next to travel lane nine (9), there is travel lane (10). Next to travel lane ten (10), there is travel eleven (11). travel lane nine (9), travel lane (10), and travel lane eleven (11) are travel lanes for local traffic. travel lane nine (9), travel lane (10), and travel lane eleven (11) are Local Express Travel Lanes or Collector/Distributor Travel Lanes for local traffic. For example, a motorist enters Interstate 69 at Interstate 465 on the south west side of the City of Indianapolis and travels northbound for one (1) mile to the West to East crossroad at the next exit . The motorist exits Interstate 69 at this West to East crossroad. Travel lane nine (9), travel lane (10), and travel lane eleven (11) are for motorist not traveling long distance. A five (5) foot high concrete barrier will separate the long distance travel lanes....travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8)....from the



short distance travel lanes....travel lane nine (9), travel lane (10), and travel lane eleven (11). Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are for motorist traveling north on Interstate 69 starting at Southport Road on the south west side of the City of Indianapolis, Indiana and exiting at 96th Street in the City of Fishers, Indiana.

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana. Twenty-two (22)-travel lanes is a lot of travel lanes. However, at 5:00pm in the evening, these twenty-two (22)-travel lanes will be heavily traveled with buses, cars, and trucks. The new Interstate 69 extension project will provide opportunities for economic development along the route of this highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana. The new Interstate 69 extension project will provide an opportunity to build or construct new housing, new businesses, and new industry along the new Interstate 69 Corridor between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

We can implement a preventative maintenance policy with the new housing, new businesses, and new industry, so if a mechanical issue would arise with the new housing, new businesses, and new industry, this mechanical issue is fixed as soon as possible. For example, there is crack in a water line in a local business along the new Interstate 69. The water line with the crack is replaced immediately. In other words, we do not wait for water to start leaking from the water line.

This preventative maintenance policy is based on routine inspection. Another example, we replace the old brick facade on the outside of an old building with new brick facade. This will give the old building a new look on the outside. Also, the new Interstate 69 extension project between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana will provide an additional route to access downtown Indianapolis, Indiana from the Interstate 465 Beltway or Loop.

Overall, as a nation, we need to focus on the greater good for the United States of America. This greater good involves focusing on infrastructure projects such as the new Interstate 69 extension project between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana, and focusing less on those Self-Serving-Individuals and/or Free-Thinking-Individuals who will eliminate a highway project such as the said new Interstate 69 extension project, or try to scale back a project of this nature. Eliminate those who would oppose a road project such as the new Interstate 69 extension project, altogether, because you do not want the opposition creating problems for the new Interstate 69 after construction is complete on this extension.



Response:

The potential extension of I-69 beyond I-465 is a regional planning issue, and it is not included in current plans of INDOT, the City of Indianapolis, Marion County, or the Indianapolis MPO. The extension of I-69 from the northeast quadrant of Indianapolis at I-465 south to downtown Indianapolis was considered in the late 1980's and determined not to be prudent to build.

RPA-048 **9/25/2017 Email**
Bill French Circle K

RPA-048-1 **Comment:**

It was enjoyable speaking with you today! As you recall I am working with Don Silver to relocate his Circle K and we were looking at property north of 69 east of Ohio, just south of Holden. Supposing we acquire the 2 parcels south of Holden along Ohio, what happens once the State acquires the properties further south and removes the homes? Will the land remaining stay under state ownership or will it be sold the neighboring/adjoining owners to the north or east?

Response:

The proposed acquisition at this location is a result of lack of access. Any excess land in this and other areas along the corridor will follow INDOT's Real Estate excess land procedures. The procedures for disposing of excess land and excess right of way are in accordance with the Indiana Code. Excess land must first be offered to the owner of the abutting property from which it was separated (IC 8-23-7-14). Regardless of who the buyer is, excess land must be sold at or above its fair market value as determined by appraisers of INDOT (IC 8-23-7-13).

RPA-049 **9/25/2017 Web Form**
Richard Hockema Aspen Lakes

RPA-049-1 **Comment:**

These comments are made on behalf of Aspen Lakes, LLC, pursuant to there quest for Public Comment on the I-69, Section 6 Refined Preferred Alternative as of 9/12/17. Aspen Lakes, LLC is the owner of the Aspen Lakes Apartments, a 322-unit apartment complex located southeast of the intersection of Southport Road and State Route 37. Aspen Lakes, LLC is an affiliate of the Hunt Development Corporation. All 322 families at Aspen Lakes will be negatively impacted by the construction of I-69, but 120 families will be more adversely affected than most. It appears that the proposed interstate road and northbound exit ramp will require the elimination of 24 apartment homes and will be located within 50 feet of four other apartment buildings with 96 apartment homes. 24 homes will be lost to the construction, but nearly 100 homes will become substantially less desirable because of increased highway noise. The refined plan indicates that sound walls would be constructed between the new interstate and the apartment homes, but sound walls are of very little benefit if they do not obstruct the direct line of sight to the



vehicles. The third story apartments at Aspen Lakes are roughly 20 feet above grade and sound walls will not have any real benefit unless they are high enough to block the view of the traffic and also unless the I-69 roadway and the northbound exit ramp are constructed near the existing grade of SR 37 and as far from the apartment buildings as possible. The suggestions below would reduce the road noise impact on the Aspen Lakes apartment homes and they would also lower construction costs.

The northbound exit ramp off of I-69 should connect to the existing Southport road west of the entrance to the Aspen Lakes Apartments and at or near the current grade of SR 37. Connecting to the existing Southport road at grade would reduce traffic noise and would result in lower construction costs. Maintaining the exit ramp near the proposed grade of the new interstate might allow some tightening of the divergence of the northbound exit ramp from I-69 and also provide greater separation from the apartment homes.

It appears possible to move the roadway as much as 45 feet west of the location shown without encroaching on the existing pipeline easement or other utilities west of existing SR 37. That adjustment would nearly double the distance from the interstate for nearly 100 apartment homes and might permit the retention of much of the landscaping Aspen Lakes installed to provide visual separation from SR 37; if combined with other suggested changes it might be possible to retain the apartment building that is currently shown for removal.

Response:

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the RPA were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. The noise barrier south of Southport Drive east side of I-69 has been determined to be feasible and reasonable.

See response RPA-007-1 regarding INDOT noise policies.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS), there are 82 noise receivers, predominantly in Aspen Lakes, which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be approximately 3,407 linear feet long with an average height of 18.77 feet, with a total cost of \$1,957,140. This barrier would meet the feasibility criteria and is deemed reasonable. This barrier would reduce noise levels for 129 receivers or households at a cost per benefited receiver of \$15,172, which is acceptable for cost effectiveness.

RPA-049-2

Comment:

There are a number of other design considerations that would not require modification to the current plans but would reduce inconveniences resulting from the new roadway including:

The C4-B plan indicates acquisition of the BP gas station on the corner of Southport Road and SR 37 together with acquisition of a contiguous vacant land parcel. If those properties



are acquired, by INDOT Aspen Lakes would like the opportunity to buy the portion that is not necessary for I-69 construction. If Aspen Lakes acquired a portion of this property we could markedly improve the attractiveness of the entry to the apartment homes with enhanced landscaping. The property would still experience much reduced access and visibility, but it would have an improved entry and greater separation from traffic flows.

Response:

Regarding the BP property, the proposed acquisition at this location is needed for the project to accommodate drainage and utility relocations. Any excess land in this and other areas along the corridor will follow INDOT's Real Estate excess land procedures. The procedures for disposing of excess land and excess right of way are in accordance with the Indiana Code. Excess land must first be offered to the owner of the abutting property from which it was separated (IC 8-23-7-14). Regardless of who the buyer is, excess land must be sold at or above its fair market value as determined by appraisers of INDOT (IC 8-23-7-13).

RPA-049-3 Comment:

Traffic from 300+ apartment homes plus the traffic from the existing 200+ homes in the Perry Commons subdivision would in our opinion necessitate a signal at the intersection of the existing Southport roadway with relocated Southport Road. During rush hours, there is heavy traffic on Southport Road; in the absence of a signal, making left turns from Aspen Lakes and the Perry Commons subdivision will be both difficult and dangerous.

Response:

It was found that a traffic signal may be appropriate at the existing Southport roadway intersection with relocated Southport Road. A warrant study will be conducted to determine if a traffic signal is justified by traffic or safety conditions at this location. The criteria to be evaluated in traffic signal warrant studies are identified in the Indiana Manual on Uniform Traffic Control Devices. These requirements must be met for a traffic signal to be installed. The warrant study will be conducted during final design.

RPA-049-4 Comment:

Aspen Lakes Apartments should receive appropriate signage at the intersection of the existing and proposed Southport Roads to help mitigate the impact of being located on a dead-end street. We would welcome the opportunity to meet with you after you review these comments.

Response:

As the project continues into design, INDOT will consult and confer with local governments regarding project elements such as signage, bridge design and landscaping. These elements will include efficient aesthetic treatments such as form liners, colored surfaces on noise walls or concrete, and native landscaping.



RPA-050 **9/26/2017 Web Form & Email**
Steve Fuller Turkey Hill

RPA-050-1 **Comment:**

As you know, I manage real estate for TH Midwest, Inc. TH Midwest, Inc. owns and operates gas stations and convenience stores in a number of states, including Indiana. I only recently learned about the Indiana Department of Transportation’s plans to construct Interstate 69 in Morgan County, Indiana. Pursuant to a lease with Schwab Family Associates, L.P., TH Midwest, Inc. operates a gas station and convenience store located at 1860 South Ohio Street in Martinsville, Indiana. Right now, the gas station and convenience store is conveniently located and easily accessible to State Road 37. In order to be successful, convenience stores need to be easily accessible (i.e., convenient) and highly visible. If Interstate 69 is constructed as planned, the gas station and convenience store located in Martinsville will no longer be convenient. If Interstate 69 is constructed as planned, patrons will have to drive past the gas station and convenience store and then work their way back by making multiple left-hand turns. And if Interstate 69 is constructed as planned, it also appears that the visibility of the gas station and convenience store will be impacted in a negative manner.

All of these concerns, taken together, will result in a detrimental impact to the value of TH Midwest, Inc.’s leasehold interest. It’s likely that these concerns also will work to alter the highest and best use of the real estate owned by Schwab Family Associates, L.P., thereby making it less valuable.

TH Midwest, Inc. would, if at all possible, like to avoid any damage to its leasehold interest arising from the proposed improvements to Interstate 69. At your earliest possible convenience, can we schedule a meeting to discuss alternatives for access to and from Ohio Street?

Response:

See response RPA-010-1 regarding access to the Turkey Hill area. As of October 5, INDOT is in the process of meeting with affected property owners. For further information, consult FHWA brochures on acquisition and relocation for transportation projects. Both are available on the INDOT web site at <http://www.in.gov/indot/2698.htm>.

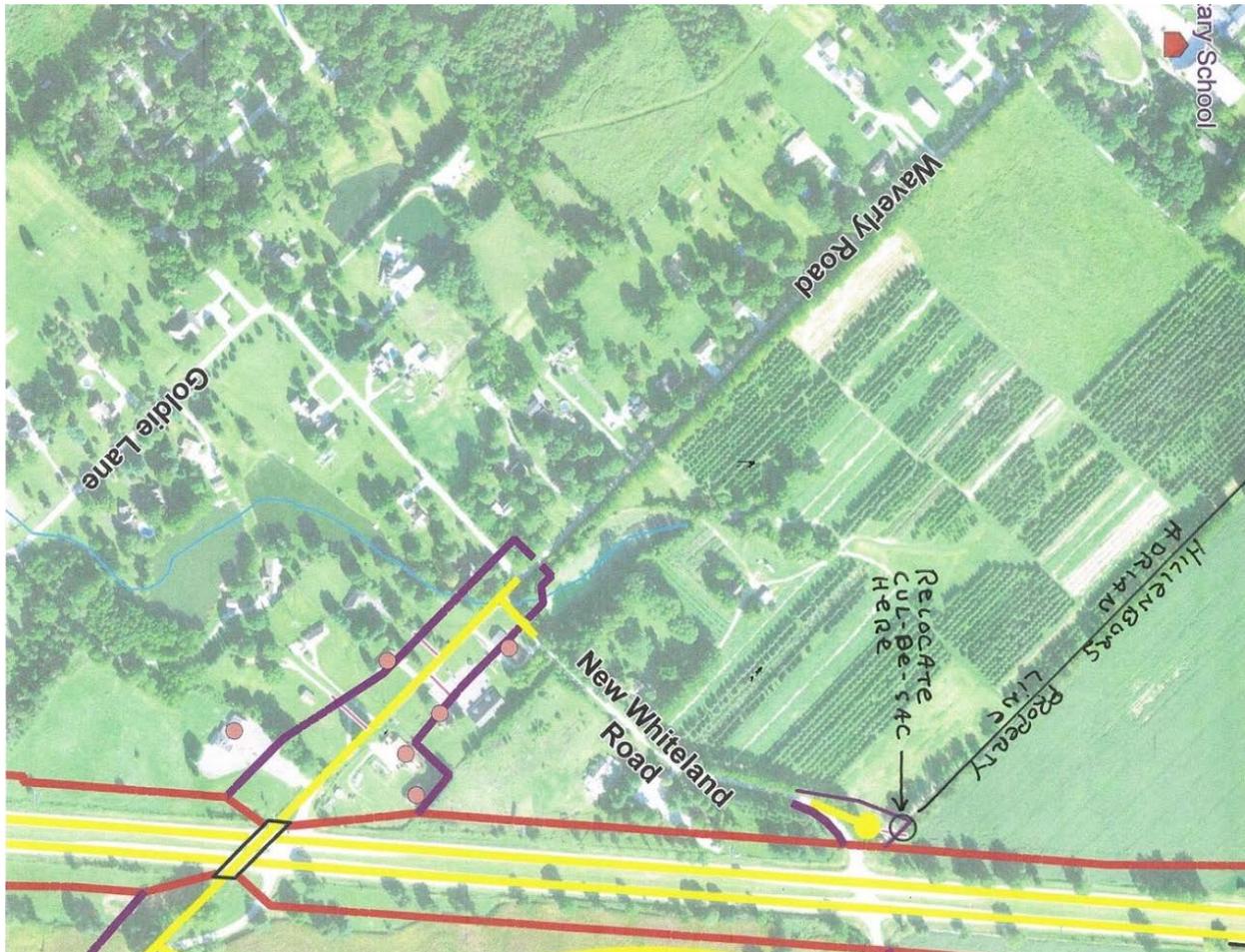
RPA-051 **9/26/2017 Letter**
Jerry Hillenburg

RPA-051-1 **Comment:**

My 150-acre farm with it's 6,700 feet of Ind. 37 frontage, is located near Waverly Road and Whiteland Road.

I support all the changes made on your Refined Preferred Alternative map that effects my property EXCEPT for the location of the the cul-de-sac terminating New Whiteland Road on the west side of 169.

The cul-de-sac, as located on your map, is on my neighbor's property and a "driveway," that is entirely on his property, links my 75-acre field to the cul-de-sac. While the driveway as shown on your map would be on INDOT's right of way, the property the driveway would be on will be maintained by my neighbor. On the entire I-69 project, as far as I can tell, this is the only driveway that is located on property not serviced by the driveway.



I know INDOT would acquire a right of way for the driveway, but this configuration is unacceptable to me. INDOT should modify the map so that the cul-de-sac's center-point is located on the boundary line that divides my neighbor's property from mine. By doing this, half of the cul-de-sac will be on my neighbors property and half on mine, and there will be no driveway.

Locating the center-point of the cul-de-sac can easily be done at no cost. I am happy to give INDOT the extra property needed to accomplish this.

I have had a situation similar to this in the past, and it resulted in a neighbor dispute. A driveway running through property maintained by your neighbor is a recipe for bad relations. By making this simple change there is no chance of a neighbor dispute.



Response:

Cul-de-sac design as presented in the RPA is preliminary. The final determination of cul-de-sac placement will be a part of the final design process, which will occur after the FEIS/ROD. Extension of this cul-de-sac to provide access to your property is intended as part of the final design.

RPA-052

9/26/2017 Letter

Nathan Janssen Prince of Peace (POP) Lutheran Church and School

RPA-052-1

Comment:

Prince of Peace Lutheran Church and School submits the following statement in response to the September 12, 13 & 14, 2017 I-69, Section 6 Public Hearings regarding the "Refined Preferred Alternative": The REFINED PREFERRED ALTERNATIVE modifications do NOT address the POP concerns regarding a single access point to the POP property through the I-69 service road right-of-way. The access point currently designated is a single lane, steeply inclined, exit only, asphalt drive from the POP property. The church and school property is accessed daily by approximately 175 cars, school buses and utility and service vehicles. The property is currently served by a circular traffic pattern permitted by separate ingress and egress points. Exhibit A attached shows the single "proposed" ingress/egress point on the property. Exhibit B attached shows the existing second ingress/egress point to the property

Will INDOT provide an additional access at the current old SR 37 dual ingress/egress point or at some other point along E. Morgan St. / I-69 Service Road?

Response:

The single green line on the Maps is intended to indicate acceptable ingress/egress to the facility is possible. It does not indicate the number, length, or location of drives. During final design, INDOT will coordinate with the Prince of Peace Lutheran Church and School when developing the ingress/egress plans.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6—Final Environmental Impact Statement

PRINCE OF PEACE LUTHERAN CHURCH, MARTINSVILLE, IN

EXHIBIT A



PRINCE OF PEACE LUTHERAN CHURCH, MARTINSVILLE, IN

EXHIBIT B





RPA-053 **9/27/2017 Web Form**
Richard Thacker

RPA-053-1 **Comment:**

The most recent Section 6 maps indicate there will be a noise wall south of present SR 252 and SR 37 intersection starting at approximately where the present Grandview Nursing property is and going south to approximately the Nazarene Church property on the westside of SR 37/I-69. This noise wall is functional and gives relief from car and especially truck noise to the residents of Sunrise subdivision in the City of Martinsville. It is an appropriate action by the highway designers to remedy and attempt to contain the problem of noise generated by the busy highway. However, there apparently is no corresponding noise wall planned for the east side of SR37/I-69 providing the same measure of relief to the residents of the Fewell and Rhodes subdivision, commonly called Grandview Heights. And to compound the adverse result to Fewell and Rhoades residents, having only one wall on the west side of the highway will reflect, or bounce, additional noise to the east and into the homes of several dozen families. In the interest of fair treatment to all affected citizens along the path of this interstate highway I urge you to have the appropriate personnel reconsider the need and the placement of a noise wall on the east side of the highway. The wall could be approximately parallel to the wall that is planned for the west side of the highway. It would also be well for them to consider how they and their families would like to have their neighborhood bombarded with the additional truck traffic that an interstate highway will bring 24 hours a day and seven days a week. If a noise wall is appropriate for residents on the west side of the highway then it is also appropriate for those residents on the eastside of the highway. Thank you for giving consideration to my thoughts concerning the proposed construction.

Response:

As described in Section 5.10 of the FEIS, the proposed noise barrier locations for the RPA were identified in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual. These procedures provide guidance for identifying locations where noise barriers are deemed to be reasonable and feasible. The noise barrier north of John Wooden Drive and south of Hospital Drive on the west side of I-69 was incorrectly indicated as feasible for the RPA on the exhibits. During development of the RPA, this noise barrier was determined to not be feasible because of retaining walls used in this location in order to minimize right of way acquisition.

See response RPA-007-1 regarding INDOT noise policies.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS) barrier analysis in the noise study area north of Grand Valley Boulevard and south of Hospital Drive, there are 8 noise receivers which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 4,408 linear feet long with an average height of 15.86 feet, with a total cost of \$669,810. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective.



This barrier would reduce noise levels for 23 receivers or households at a cost per benefited receiver of \$29,122, exceeding the INDOT Noise Policy threshold for cost effectiveness.

According to the I-69 Section 6 Noise Technical Report (Appendix T of the FEIS) barrier analysis in the noise study area north of Ohio Street and south of SR 252, there are 3 noise receivers which would experience an increase in noise levels such that they would be impacted. In order to effectively reduce these impacts a noise barrier at this location was modeled. This barrier would be 1,020 linear feet long with an average height of 21.06 feet, with a total cost of \$644,400. This barrier would meet the feasibility criteria, but it would not be deemed reasonable because it would not be cost effective. This barrier would reduce noise levels for 6 receivers or households at a cost per benefited receiver of \$107,400 exceeding the INDOT Noise Policy threshold for cost effectiveness.

RPA-054 **9/28/2017 Email**
Andrea Findley

RPA-054-1 **Comment:**

I would like to voice my concerns about I-69. I have been traveling to Indianapolis to work for 30+ years. I enter 37 from Banta Road. Even after I have voiced my concerns about this becoming a round about, you didn't change anything in your plans. This reroute causes me to go completely out of my way by 10-15 minutes to get on what will be the new I-69. As I said before, an overpass or underpass on Banta Road would help those of us who live on the south side of 144 to get to the new I-69.

I hope this concern does not continue to go unnoticed.

Response:

See response RPA-022-1 regarding local access in the Banta Road area.

RPA-055 **9/29/2017 Web Form and written**
Dave Allison Volunteer Fire and Rescue of Harrison Township

RPA-055-1 **Comment:**

The Volunteer Fire and Rescue of Harrison Township would like to request an emergency vehicle access gate located at Waverly Road or New Whiteland Road on the west side of the new I-69 interstate. This request is made for life safety and cost-saving reasons.

Our department's emergency response area is all of Harrison Township in Morgan County, with contractually required frequent mutual aid response into Green Township to the south and White River Township of Johnson County to the north.

The reason for this life safety request is due to the additional response time and distance the department will be required to travel to reach the scene of an accident on I-69, as well as other areas notion the highway, where our department is obligated to provide fire, rescue, and EMS coverage.



A few years ago, a great amount of time, money, research, and studies were performed to determine the best location for the construction of the department's new two-million-dollar (\$2,000,000.00) facility. This facility is located four-tenths of a mile west of Interstate 37 at 8475 Waverly Road. This new building was strategically constructed at this location to make the department's emergency response times as low as possible for the citizens who live in the township, as well as the motoring public who travel through it.

The department's current investigation and research has shown that not having direct emergency vehicle access to I-69 at Waverly Road or New Whiteland Road through an emergency vehicle access gate would pose a much greater risk of loss of life in a serious incident. Our research shows that at a minimum, on any and all response scenarios, we are adding 3.9 miles to access the scene of an accident on the new I-69. But what is most troubling is that in some scenario not having emergency access will add 15.2 miles in travel distance. This increase in distance is just in our primary response area. Additionally, the majority of this additional travel time will have to be done on county roads, where a maximum average speed may only be 40MPH and is greatly affected by the time of day and road conditions. In addition to the increase in drive distance, there is the potential for an accident on I-69 that is blocking travel lanes. That type of accident would only take two or three minutes of stopped traffic to have a significant back up for miles on the highway. This backup would further delay the response of emergency, lifesaving apparatus arrival to the scene. Essentially, our research shows a possible delay of up to 30 minutes in some scenarios. An emergency vehicle access gate would help dramatically decrease these delays.

In addition to the life safety issue, there is the additional loss of property that will occur when a delay in response occurs to a fire scene on the highway or in other areas where access is affected by the highway construction.

Another consideration is the Insurance Services Office (ISO) ratings that determine what homeowners pay for insurance, based on road mile travel distances for fire departments. These ISO ratings will increase for our citizens as well as the citizens of mutual aid departments that we assist if an emergency vehicle access gate is not provided. This ISO increase would amount to hundreds of thousands of dollars for the affected citizens every year in additional insurance premium costs.

This emergency vehicle access gate request is not without precedent. There are several similar emergency vehicle access gates on other Indiana limited access interstates, as well as one located in southern Indiana on the new section of Indiana I-69 where the impact to the requesting department was not near as severe as the impact will be to the Volunteer Fire and Rescue of Harrison Township if this request is not granted.

The Volunteer Fire and Rescue of Harrison Township would like to request a meeting with the INDOT Project Engineer to further discuss the merits of this request, if this access gate request is not granted.



Response:

As described in Section 5.3.5 of the FEIS, early input from from Volunteer Fire and Rescue of Harrison Township indicated a preference for an overpass of I-69 on Waverly Road to provide the best response time for neighborhoods east of I-69. This overpass is included in the RPA. As indicated in the same comments, access to the north would be nearly as good via CR 144 as it would be with Whiteland Road. Access to the south, however will be less direct with I-69. As has been recognized in the FEIS and at several public meetings, however, the segment of interstate from Henderson Ford Road to SR 144 is the longest section of I-69 Section 6 without an interchange, and access from the facility on Waverly Road is less direct. Gate access for emergency vehicles can be considered during final design. INDOT project designers will be prepared to discuss this issue further with the Volunteer Fire and Rescue of Harrison Township once this location enters the final design phase.

Part B – Written Comments and Project Update Meeting Transcripts

Table 2: List of Commenters - Refined Preferred Alternative

Comment Number	Page Number	Last Name	First Name	Agency/Organization	Date Received
RPA-001	2-50	Seger	Ken		9/12/17
RPA-002	2-51	Staton	Rita		9/12/17
RPA-003	2-52	Finney	Bobbie		9/12/17
RPA-004	2-54	Sproles	Karen		9/12/17
RPA-005	2-55	Hamilton	Catherine		no date
RPA-006	2-58	Femis	Karen		9/12/17
RPA-007	2-59	Fink	Angela		9/12/17
RPA-008	2-60	Burr	Ryan		9/12/17
RPA-009	2-61	Bennis	Howard		9/12/17
RPA-010	2-62	Fuller	Steve	Turkey Hill	9/12/17
RPA-011	2-63	Wyss	Timothy		9/12/17
RPA-012	2-64	Neathery	Dave	Neathery's BP	9/12/17
RPA-013	2-65	Yates	Tony		9/12/17
RPA-014	2-66	Navilstind	Julia		9/12/17
RPA-015	2-67	Dance	Bill		9/12/17
RPA-016	2-68	Sturm	Shellie		9/12/17
RPA-017	2-69	Jaffe	John		9/12/17
RPA-018	2-70	Griffith	David		9/13/17
RPA-019	2-70	Swartz	Anton		9/13/17
RPA-020	2-71	Grega	Robert		9/13/17
RPA-021	2-71	no name	no name		9/13/17



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

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Comment Number	Page Number	Last Name	First Name	Agency/Organization	Date Received
RPA-022	2-73	Spetter	Betty		9/13/17
RPA-023	2-75	Sproles	Karen		9/13/17
RPA-024	2-76	Bain	Josh		9/13/17
RPA-025	2-77	Peters	Jesse		9/14/17
RPA-026	2-78	Markanich	John		9/14/17
RPA-027	2-79	Wallman	Robert		9/14/17
RPA-028	2-80	Findley	Andrea		9/14/17
RPA-029	2-81	West	Gregg		9/14/17
RPA-030	2-82	Neathery	David	Neathery's BP	9/14/17
RPA-031	2-83	Sizemore	Christian		9/14/17
RPA-032	2-84	Moody	Gary		9/14/17
RPA-033	2-86	Chrichton	Mel		9/14/17
RPA-034	2-87	Nagy	Joe		9/15/17
RPA-035	2-89	Dunn	Charles		9/15/17
RPA-036	2-91	Miller	Tony		9/16/17
RPA-037	2-93	Dodson	Mark		9/17/17
RPA-038	2-95	Warner	Brian		9/17/17
RPA-039	2-97	Berty	Penny		9/18/17
RPA-040	2-99	Sanders	Vann		9/18/17
RPA-041	2-101	Wren	Chris		9/18/17
RPA-042	2-104	Stringer	Anna		9/19/17
RPA-043	2-106	Foster	Jennifer		9/20/17
RPA-044	2-109	Berty	Penny		9/20/17
RPA-045	2-110	Campbell	Beth		9/21/17
RPA-046	2-112	Stafford	Rod		9/21/17
RPA-047	2-116	Ahler	Tom		9/24/17
RPA-048	2-123	French	Bill	Circle K	9/25/17
RPA-049	2-124	Hockema	Richard	Aspen Lakes	9/25/17
RPA-050	2-126	Fuller	Steve	Turkey Hill	9/26/17
RPA-051	2-128	Hillenburg	Jerry		9/26/17
RPA-052	2-130	Janssen	Nathan	Prince of Peace (POP) Lutheran Church and School	9/26/17
RPA-053	2-134	Thacker	Richard		9/27/17
RPA-054	2-136	Findley	Andrea		9/28/17
RPA-055	2-138	Allison	Dave	Volunteer Fire and Rescue of Harrison Township	9/29/17

1 (Public comments made after formal
2 presentation:)

3 MR. KEN SEGER: Here's what it's going to RPA-001
4 start with. As you're going southbound on 37,
5 they're merging everything into one lane at Indian
6 Creek. They have created one-lane traffic in front
7 of Legendary Hills. Probably 600 yards in front of
8 the entrance to Legendary Hills, you have to merge
9 into one-lane traffic and then stop and make a
10 sharp right-hand turn, which slows everybody back
11 that's been jockeying for position coming up in
12 there so that we can make the right turn coming
13 into the addition.

14 I understand you have to maintain your
15 distances on your cones and everything as you merge
16 into these traffic lanes. To eliminate a hazard
17 for the people of Legendary Hills and everybody
18 driving on down to Bloomington, if we could have a
19 Legendary Hills exit ramp to where we don't have to
20 get over into the one lane headed south to
21 Bloomington.

22 If someone would come down there and just look
23 at it; come down on IU football game day and see
24 what a mess it's going to be. I would like to see
25 that addressed. It's a real hazardous situation.

From: [INDOT Section 6 PM](#)
To: [Rita Staton](#); [INDOT Section 6 PM](#)
Subject: RE: I69 section 6
Date: Tuesday, September 12, 2017 8:35:22 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hi Rita,

You can find the updated maps here: <http://www.in.gov/indot/projects/i69/2345.htm>

Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: holliday@indot.in.gov

Website: www.i69indyevn.org



From: Rita Staton [mailto:staton785@gmail.com]
Sent: Tuesday, September 12, 2017 7:16 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I69 section 6

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Good morning, any word on when i69 section six will begin. Is there a map available for the set route?

From: [Holliday, Lamar](#)
To: [I-69S6Record](#); [Rubin, Sarah](#); [Earl, James](#); [Timothy Miller](#)
Subject: FW: [Section 6 Comment Form]
Date: Wednesday, September 20, 2017 10:01:29 AM

-----Original Message-----

From: Holliday, Lamar
 Sent: Wednesday, September 20, 2017 9:53 AM
 To: 'Web Form Poster' <sibfin@aol.com>
 Subject: RE: [Section 6 Comment Form]

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: INDOT Section 6 PM
 Sent: Thursday, September 14, 2017 2:53 PM
 To: 'Web Form Poster' <sibfin@aol.com>
 Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

-----Original Message-----

From: Web Form Poster [<mailto:sibfin@aol.com>]
 Sent: Tuesday, September 12, 2017 9:59 AM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: [Section 6 Comment Form]

First Name:
 Bobbie

Last Name:
 Finney

Street Address:
1490 Country Club Road

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
sibfin@aol.com

Comments

I'm writing with some thoughts re: I-69 project from Martinsville to 465. First of all, please reconsider taking any of the property from the Martinsville Golf course, which has been there since 1925. The article in the Indy Star about the course and owner Sam Carmichael was simply heart breaking. The fact that Mr. Carmichael knows it is very possible he will lose part of his property to the new interstate, which in turn may cause loss of business and eventually loss of the course itself is so sad. Being a family owned business for such a long time is rare and of an iconic nature. It would be a great loss to the Martinsville area.

Secondly, what if there was an elevated on ramp which would connect to 465? Say from about County Line Road, or Southport, the ramp would veer right and upwards, to connect to 465 East/West. This would allow St Rd 37 to continue North; and would allow the business, especially the truck stops in that area, to remain as is. Local traffic that normally travels 37N to Harding, and then up to I-70 would still be able to do this. And having the road elevated would perhaps prevent many homes/business from being torn down.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

LaMar Holliday**Public Involvement Specialist****I-69 Project, Section 6****Indiana Department of Transportation**

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408**Email:** lholliday@indot.in.gov**Website:** www.i69indvevn.org

From: k1946spro@aol.com [<mailto:k1946spro@aol.com>]**Sent:** Tuesday, September 12, 2017 8:23 PM**To:** Holliday, Lamar <LHolliday@indot.IN.gov>**Subject:** where are the maps?

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

We were told at the meeting tonight at Martinsville High School that the maps of the final refinements would be online. I have searched till I am blue in the face and cannot find them. Can you send me the link as to where they are located. I live at 1759 S Ohio street and am directly affected by these refinements and I am desperate to see them.

Sincerely,
Karen Sproles

INDOT

This is related to Burton Lane and the Indian Creek Bridge. I have been told this bridge is a "Historical Landmark" + true or false? I cannot foresee any reason why this community should be shut off from going thru the (newly constructed) bridge to town. The road that is there now is going under the overpass to connect the road (Jordan Rd) would be a piece of cake. To install a Walker, Motorway type of bridge will only add problems for Jordan Road, etc. Since the bridge has been closed we've had strangers living under the bridge; also night callers to use the phone - which we said 'No' $\frac{1}{2}$ called the Police - which

they, of course, do could do
 nothing. I am a 85 yr. old
 widow; my son stays with
 me but is gone much of the
 time. Looks to me if #NDot
 cares to save money they
 would of figured this out
 better. - go under 37 as is -
 go on into town - or - turn
 R. on Burton Lane - L. to go to
 Kroger, etc. on DuDreiv -

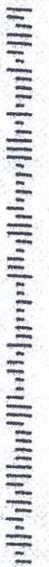
onto the overpass to 37 N.
 Makes sense to me - easier on
 Burton Lane / Liberty Rd / old 375.
 This has been my thoughts all
 along. No more a landmark - just
 a trail for unwanted persons.
 Think about it, please!

Mrs. Harold (Catherine) Hamilton
 2915 old 375.



INDIANAPOLIS IN 461
14 SEP 2017 PM 6:1

#NDot-PROJECT OFFICE
7847 Waverly Rd.
Martinsville, In.
46151



46151-761347

Mrs. Harold W. Hamilton
2415 Old State Road 37 S
Martinsville, IN 46151-8990



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Taren Lewis
Address 9290 Old Rd 37 N Martinsville, IN 46151
Phone (317) 658-5774 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) Resident (Optional)

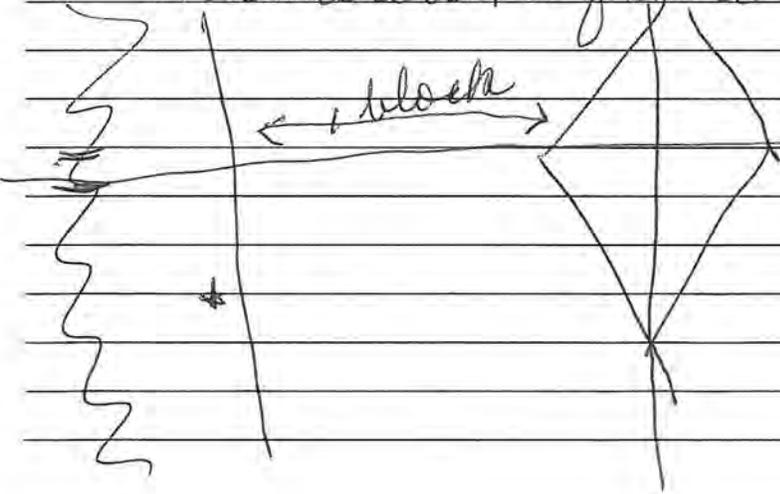
COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

I am still very concerned about intersection of 144 and Old 37

The close proximity to I-69 & ramps is physically different than way map looks.

Traffic is terrible now at peak hour with backups on a side of bridge to 37. Roundabouts may not be any better, but trying to get out of Old 37 so Waverly traffic is problem area

How about a good zone on Old 37??



Trying to go to Moore's mill is very difficult now. Will get worse



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Ryan Burt
Address 5971 Wakefield Rd
Phone (317) 409-8630 (Optional) Email rynbu@hotmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

I would like to request to be considered for acquisition due to our proximity to Interstate 69. Two homes closer in proximity to the interstate were recently added to the acquisition list. These homes are in our backyard and we would like to know why we are not also being acquired.

Thank you,

Ryan Burt



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Steve Fuller
Address 2600 Corporate Exchange Dr. Ste. 170, Columbus, OH 43231
Phone (614) 981-3255 (Optional) Email steve.fuller@turkeyhill.com (Optional)
Organization/Agency (if relevant) Turkey Hill/Kroger (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

Will Turkey Hill maintain access (direct) with ingress and egress
off of Ohio St.? losing this access and only having
access from the rear will be detrimental to our business.
What can be done to preserve this access?



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Dave Neathery, Neathery's BP
Address 9614 SR 144, Martinsville
Phone (317) 371-3519 (Optional) Email dathny@sbcglobal.net (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by September 29, 2017. Comments can also be submitted via the project website at www.i69indyevn.org.)

The septic field adjacent to hwy 37 is a mound system and will be impacted. Please shift road bed east to eliminate loosing the septic field, which would make our business inoperable. Per our discussion with Lamar and the other project engineers at the meeting at Perry Meridian HS.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name TONY YATES
Address 194 BLUFFDALE DR
Phone (317) 696 0261 (Optional) Email adyat0891@gmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

THANK YOU FOR LISTENING!!!



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Julia, Havelstead
Address 6910 Fellowship Parkway
Phone (317) 730-2863 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

Question: Are there plans to install sound wall north and south of the Southport interchange?

Also, is Southport Road from Bluff Road to State Road 135 going to be resurfaced? It is in terrible shape at this time.



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Shelli Stum
Address 7428 Killarney Dr
Phone (317) 997-0626 (Optional) Email sstum16@hotmail.com (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indycvn.org.)

Are you putting up sound barriers
from Wicker to Southport Road?
If not please consider. Thanks!



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name John Jaffe
Address 8419 Gallant Fox Dr. 46217
Phone () _____ (Optional) Email JJAFFE000@SOLIC.COM (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: (Note: Comments are requested by **September 29, 2017**. Comments can also be submitted via the project website at www.i69indyevn.org.)

1) Fix Southport Rd west bound at 37 NW. UNBELIEVABLE back-up for W. Bound Traffic. — Just EXTEND GREEN Light for turns & straight thru!!!

2) SAME AS ABOVE FOR WICKER RD WEST BOUND!!

Thanks on behalf of thousands!

1 (Public comments made after formal
2 presentation:)

RPA-018

3 MR. DAVID GRIFFITH: It sounds like INDOT is
4 moving in the right direction with completing this
5 much needed corridor. Living in Evansville, my
6 hometown, it's been a struggle to have good
7 transportation between Indianapolis and Evansville.
8 So I'm looking forward to the completion of
9 Section 6 and tentative changes from Indianapolis
10 to Martinsville. Hopefully they can probably
11 complete it before 2027 if the funding is there.
12 That would be great.

13 MR. ANTON SWARTZ: Anton Swartz, S-W-A-R-T-Z. RPA-019
14 So I live off Hanna and Meridian. Already we get a
15 lot of traffic across Hanna from Harding Street
16 because of how the Harding Street intersection is.
17 West to east traffic from Harding Street over
18 towards 31 already backs up daily. With this
19 construction going on and with the fact that
20 they're going to be working on the Bluff overpass
21 construction, which might potentially close Bluff
22 Road at the highway for a period of time, that's
23 going to severely impact us.

24 My question to them was, have they looked at
25 the possibility of expanding Hanna Avenue? It's

1 something that the City has talked about a couple
2 of times in the past. But this is going to --
3 we're going to get 45-minute traffic backups. It's
4 something I wanted them to bring up and to look at
5 because it does affect a lot of traffic across that
6 area already.

7 MR. ROBERT GREGA: I am right at Wicker Road. ^{RPA-020}
8 I'm on the west side. I am the second house. I'm
9 about 1,500 feet from the highway. So if I
10 understand correctly, they're going to bridge over
11 Wicker Road with the road going underneath? I
12 guess my thing is, are they going over? And if so,
13 are they going to buy me out or what the deal is?
14 If they expand that, I'm going to be right under
15 that bridge; and it's probably going to be very
16 noisy.

17 My name is Robert Grega. I am the second
18 house at 2602 Wicker. My concern is, is there
19 going to be a bridge there? Am I close enough that
20 I have an option for them to buy me out? Is it
21 going to be very noisy? If they do put a bridge
22 there, are they going to put a sound wall up there
23 or something? My phone number is 317-414-0632.

24 AUDIENCE MEMBER: What is the chance of ^{RPA-021}
25 anything changing to the map I guess is my

1 question? We live in Bluff Acres, which was
2 flooded in the 2008 flood. They bought half of our
3 neighborhood out between state and FEMA. We were
4 told by the county that there wasn't enough funds
5 to do everybody's houses, but when 69 came through
6 that we would be out of there because of the flood
7 potential and everything. Well, now we're not.

8 And between the interstate and the flood
9 ground and the flood insurance, we'll never be able
10 to move. And our flood insurance just keeps going
11 up and going up and going up. We're younger. We
12 still have a mortgage on our house. Our flood
13 insurance is \$2,400. So it's quite a bit more. We
14 don't want to stay there. There's two houses right
15 here, and then they bought several out. So the two
16 houses right next to 37.

17 I guess it's kind of discouraging because it's
18 almost flooded several times since then. And she
19 said to make sure that we get a meeting to discuss
20 it or whatever needs to be done in the next two
21 weeks so that it can go. I mean, how do you say
22 you don't -- there's no way because we'll never be
23 able to sell. There's been several houses in the
24 neighborhood who haven't been able to sell.

25

From: [INDOT Section 6 PM](#)
To: [Betty Spetter](#)
Subject: RE: I-69 Section 6 Martinsville to Indianapolis
Date: Thursday, September 14, 2017 2:50:59 PM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

From: Betty Spetter [mailto:betty.spetter@ey.com]
Sent: Wednesday, September 13, 2017 6:58 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-69 Section 6 Martinsville to Indianapolis

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INDOT - Section 6 –

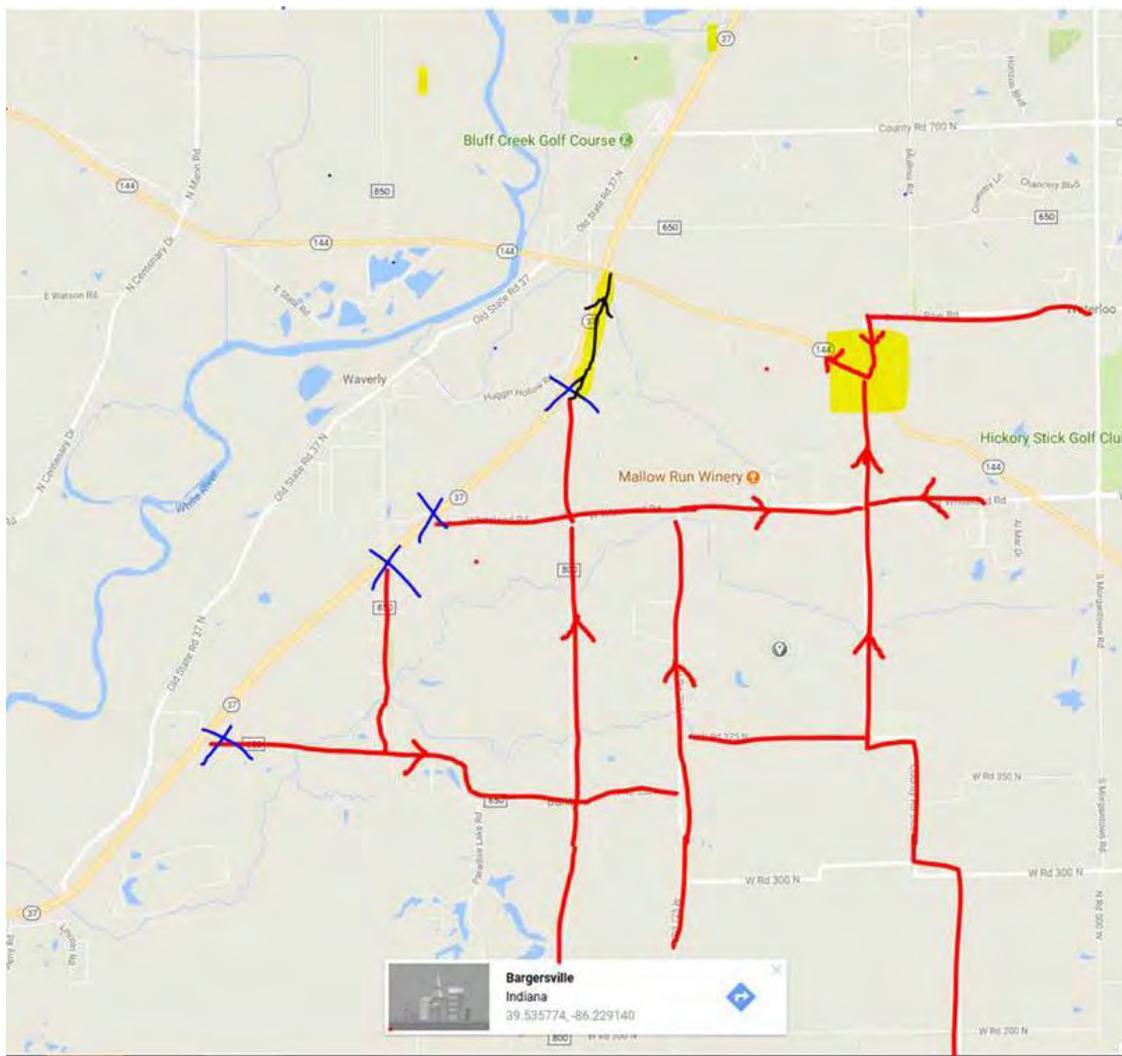
I have reviewed the Refined Preferred Alternative maps for Section 6 and wanted to raise a concern for those residents located between SR144 and Henderson Road, an 8 mile stretch of no interchanges. For residents who live around my location, for example, who have access to whiteland rd (to go southbound) or banta road (to go northbound), we will have to double back to find an alternative route to the proposed I-69. The first entry point to do so is to use Smokey Row Rd from Whiteland Rd northbound to Co. Rd 144 and then travel westbound to access the SR144 interchange. Although this increases the distance by 1.3 miles, the risk to take this route will far outweigh the mileage difference.

The intersection of Co. Rd 144 and Smokey Row Rd is already extremely dangerous due to the angle of the roads at the intersection and how quickly the traffic travels on Co. Rd 144. But with the increased traffic from those who accesses one of the 11 entry points between SR144 and Henderson or roads from the north between SR144 and Smith Valley, the Co. Rd 144/Smokey Rd intersection will no doubt have even more extreme conditions and higher traffic incidents if a roundabout is not established there, or alternative plan. Alternatively, a frontage road from Banta road to SR144 would be the safest option and least cost given the property at both Banta and SR144 are already potential relocations. Another alternative would be to have an overpass at Banta road connecting to the frontage road on the west side of 37.

Please see the attached depiction of the traffic flow based on a residents' perspective, and the potential frontage road (similar to that from Stones Cross south to SR144.

Would appreciate your considerations and response,

Concerned Johnson County Resident,
 Betty Spetter
 6852 Whitetail Woods Ct
 Bargersville, IN 46106



Any tax advice in this e-mail should be considered in the context of the tax services we are providing to you. Preliminary tax advice should not be relied upon and may be insufficient for penalty protection.

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From: [INDOT Section 6 PM](#)
To: k1946spro@aol.com
Subject: RE: where are the maps?
Date: Thursday, September 14, 2017 2:48:44 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

From: k1946spro@aol.com [mailto:k1946spro@aol.com]
Sent: Wednesday, September 13, 2017 9:18 AM
To: Holliday, Lamar <LHolliday@indot.IN.gov>
Subject: Re: where are the maps?

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Thank you so much for your quick reply. I have another question I hope you can help me with. On the map as you turn on Ohio Street back towards Kroger, we live right across the street from those buildings that are for sale and then Burger King is almost straight across from us. Our address is 1759 S. Ohio Street. We already had a kitchen table meeting and he pretty much told us I-69 would be taking our house. It looks like the red dots on the map have moved closer to the road. Can you tell me if they are planning on taking the whole property or maybe just some of the yard? Our house is the 5th house up from highway 37. I will be anxiously awaiting your answer.

Sincerely
 Karen Sproles

-----Original Message-----

From: Holliday, Lamar <LHolliday@indot.IN.gov>
 To: k1946spro <k1946spro@aol.com>
 Sent: Tue, Sep 12, 2017 5:34 pm
 Subject: RE: where are the maps?

Hi Karen,

You can find the maps here: <http://www.in.gov/indot/projects/i69/2345.htm>

Thank you,
 LaMar



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Josh Bain
Address 137 Judy Dr. (Optional)
Phone (765) 352-0923 (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)
Date 9-13-17

COMMENTS: (Note: Comments regarding this meeting are requested by **May, 8 2017**. Comments can also be submitted via the project website at www.i69indyevn.org)

I-69 section 6
Property behind my home has been included in the right of way. A couple of acres of woods will be removed that weren't previously in the plans. This will greatly increase the noise level and beauty of my property. I am confused as to the necessity of expanding the right of way on the last survey. A noise wall should be considered.

Location
North of S.R. 44 - West side of I-69 Shelburne Addition

A man-made ditch flows from the streets at Judy Dr.

Judy Dr.

1 (Public comments made after formal
2 presentation:)

3 MR. JESSE PETERS: The biggest thing that RPA-025
4 INDOT hasn't -- I used to work for INDOT -- is the
5 impact that it does to the roads that are tied to
6 I-69 that are two-lane roads that will no way take
7 the traffic or be dumped on. Is INDOT going to
8 fund that if it changes? The county has a certain
9 amount of money to deal with. That's for building
10 I-69. But what they do to the rest of the system,
11 there's no east-west roads through Johnson County.
12 Well, there's roads, but they're two-lane roads.
13 And now you're going to dump an interstate on that.
14 It won't handle the traffic.

15 County Line is one that's that way. Southport
16 is one that's that way. Smith Valley is one that's
17 that way. And that's basically it in Johnson
18 County as far as east-west roads. My other
19 question will be, when they're constructing this,
20 all the people that will normally be on 37 now are
21 going to be on these other roads like Bluff Road,
22 Morgantown.

23 135 and 31 is fine. But those other two
24 roads, right now, if you drive it, it's a mess of
25 traffic right now; and it's going to do nothing but

1 increase. It's going to be a nightmare with this
2 thing because Bloomington has been that way. And
3 my biggest thing is when we finish 69, it won't
4 handle the traffic that will be there. It's the
5 same as what's on the north side of Indianapolis.
6 Right now they're trying to do something with that,
7 and they work on that every year.

8 My name is Jesse Peters. The other thing, I
9 hope they're paying attention to the drainage on
10 this because they're talking about making
11 overpasses. So are they going to raise I-69
12 elevation-wise? Because when 37 had the expansion
13 on this last one, it washed 37 away. So now it
14 won't wash it away. So that water is going to have
15 to go or not go somewhere.

16 MR. JOHN MARKANICH: I'd like to throw a RPA-026
17 question out there to them regarding the impact on
18 secondary roads because that was not addressed
19 because your east-west roads here in Indiana -- I'm
20 from Illinois originally, and the impact that I'm
21 seeing is that the secondary roads are still
22 two-lane. County Line, Morgantown as an example
23 because people are going to have to come out of
24 these communities, and we're going to double up on
25 the traffic on those roads.

1 That's where my concern lies. It's going to
2 affect the impact of emergency vehicles getting
3 access. I think that's the biggest thing that I'm
4 seeing that's got me concerned. Since I've been
5 here in Indy, I've seen some screw-ups especially
6 like with this contractor thing with that metro.
7 In Illinois you wouldn't have been able to do that.
8 The general contractor that gets that contract is
9 responsible for all his subs.

10 That's why you ask who they are before he's
11 awarded the contract, and you hold him and them
12 accountable. I can't believe they didn't do that,
13 but that's not this problem. That's the thing that
14 I'm saying that they should take a look at. I'm
15 fearful that everybody is looking at the picture
16 where the road is going but not what is happening
17 to get traffic to that road and off that road.

18 If there's an incident, we've got to evacuate
19 that highway. Where do we get them to? The roads
20 can't accommodate it and can't accommodate some of
21 the traffic such as the trucks. I'm not seeing
22 that addressed here. My name is John Markanich,
23 M-A-R-K-A-N-I-C-H. I live in Greenwood. 427 Mary
24 Court, 46142. My phone number is (317)893-4851.

RPA-027

25 MR. ROBERT WALLMAN: The way you show it, Big

1 Ben Road will be dead-ended on both sides of 69? I
2 heard there's going to be an overpass there and
3 I've heard there won't be nothing and everything.
4 Robert Wallman, 7045 Old State Road 37 North,
5 Martinsville. RPA-028

6 MS. ANDREA FINDLEY: I'm curious as to why we
7 don't have an access road for those of us who live
8 south of Whiteland Road and use Banta Road or even
9 Whiteland Road to access 37. I am glad to see that
10 you finally had a meeting in the Center Grove area
11 instead of Marion County and southern Morgan
12 County.

13 So I'm glad Johnson County finally got it
14 after I complained about it. I don't know if
15 anybody else did too. Obviously they got that.
16 Anyway, so that's my question because if I go over
17 to Morgantown Road and go up to 144, that's another
18 10 to 15 minutes to my route. I know there's an
19 access road on the west side, but I don't see one
20 on the east side. My name is Andrea Findley.

21
22
23
24
25

From: [INDOT Section 6 PM](#)
To: [Gregg West](#)
Cc: debbiehider@comcast.net
Subject: RE: Questions about I-69 Sec 6, Map 10, I-465 West
Date: Thursday, September 14, 2017 2:53:18 PM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

From: Gregg West [mailto:Gregg@JWestRealty.com]
Sent: Thursday, September 14, 2017 12:55 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Cc: debbiehider@comcast.net
Subject: Questions about I-69 Sec 6, Map 10, I-465 West

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hi, Regarding I-465, just west of White River and just east of the Mann Rd exit, (such as in front of 4325 W Thompson Rd for instance), I am noticing a red line for limited access right of way.

Are there any changes to homeowners along that street?

Are there offers for purchase of properties?

Are you planning to install a concrete sound barrier there, an area which has been overlooked for sound barriers, and really would benefit from a sound barrier?

Please advise.

Thanks,

Gregg West

managing broker



5021 Kentucky Ave, Suite J
Indianapolis, IN 46221-3650
cell: 317.374.1507

From: [INDOT Section 6 PM](#)
To: [DAVID NEATHERY](#)
Subject: RE: Neathery's BP 9614 Sr 144 Martinsville, IN 46151
Date: Thursday, September 14, 2017 2:51:44 PM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

From: DAVID NEATHERY [mailto:dnthry@sbcglobal.net]
Sent: Wednesday, September 13, 2017 8:29 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Neathery's BP 9614 Sr 144 Martinsville, IN 46151

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

We attended the public information meeting tonight at Perry Meridian High School regarding the final route and drawings for Section 6. We were pleasantly surprised to find that different from the last proposal, our business will be saved from imminent domain taking. As we discussed with the Project engineers and Lamar Project representative, at the meeting tonight our septic field to the east of the station and parallel to the Hwy 37 roadway is shown in the projected right-of-way. Since there is no sewer service hookup available this would in fact make our business inoperable. If the right of way can be moved slightly east off the septic mound system, we will be okay. As indicated by your project engineers, that is a possibility and in fact a contingency that you had planned for. Please let me know if you need a survey of the property/plat encompassing the septic field for engineering purposes.

Respectfully,
Dave Neathery/President
Neathery's BP & Edmaa Enterprises, Inc.
317-371-3519

From: [INDOT Section 6 PM](#)
To: [christian sizemore](#)
Subject: RE: Renters in section 6
Date: Thursday, September 14, 2017 2:51:52 PM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Thank you!

From: christian sizemore [mailto:csizemore317@gmail.com]
Sent: Wednesday, September 13, 2017 10:22 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Renters in section 6

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello, I rent a home on Gardner Ave. According to the map of section 6, the house I am in, could or will be relocated. My question is, does the I69 project have to find us a home to relocate to, or what exactly is supposed to happen? Any information is better than none.

Thank you,

Christian Sizemore

From: [Rubin, Sarah](#)
To: [Gary Moody](#)
Cc: westlake.kenneth@epamail.epa.gov; [INDOT Section 6 PM](#); [Dietrick, Andrew](#); Jermaine.Hannon@dot.gov
Subject: RE: I-69 Section 6 construction/environmental/fiscal impacts
Date: Monday, September 18, 2017 9:52:09 AM
Attachments: [image001.png](#)
[INDOT69-051815.pdf](#)
[INDOT69-022215a.pdf](#)

Gary,

Thank you for your comment on the I-69 Section 6 project. Your comments have been added to the project record. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov.

Best,
Sarah

Sarah Rubin

Deputy Director of Public-Private Partnerships

Project Manager, I-69 Section 6

Office: (317) 234-5282



From: Gary Moody [mailto:fishableindiana@gmail.com]
Sent: Thursday, September 14, 2017 10:31 AM
To: Rubin, Sarah <SRubin@indot.IN.gov>
Cc: westlake.kenneth@epamail.epa.gov; INDOT Section 6 PM <Section6PM@indot.IN.gov>; Dietrick, Andrew <ADietrick@indot.IN.gov>; Jermaine.Hannon@dot.gov
Subject: I-69 Section 6 construction/environmental/fiscal impacts

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Ms. Rubin:

According to news reports, INDOT plans to reduce, to some extent, the construction and fiscal impact of I-69 Section 6 construction.

Please see the attached letters which I sent to INDOT in 2015. They are among several written comments on Section 6 containing my suggestions, which I called "The Dollars and SENSE Solution." I also spoke, in the auditoriums, to the officials and members of the public at both the Martinsville and Center Grove meetings that year. I also spoke one-on-one with both INDOT and FHWA officials in the hallways at those meetings.

While I am happy to see that you have adopted suggestions for reducing construction and fiscal impacts, I still find it unfortunate that INDOT has never seen fit to break out of its

single-corridor mindset and consider the alternatives I suggested, which would not only produce a more efficient and less costly system in the long run, but would fully comply with both the letter and the spirit of NEPA.

I'm tempted to remark here about Commissioner McGuinness' comments to the Daily Journal about benefits to his (and my) home county by the construction of Section 6, but I'm restraining myself in an effort to keep this communication positive and of the utmost help. (Incidentally, the Daily Journal report claims: "State officials have hosted more than 200 meetings and gotten more than 400 comments, Dietrick said." I assume that the correct figure is "more than 4000 comments.")

Again, I'm glad that INDOT has made these adjustments to the plan. However, I urge you and other officials to make a serious examination of the benefits of incorporating State Road 67 into a more or less dual-corridor system for I-69 traffic, between I-465 and the north end of Section 5. Thank you.

Gary W. Moody
PO Box 11007
Indianapolis, IN 46201

From: [Rubin, Sarah](#)
To: [I-69S6Record](#)
Subject: FW: I 69 Section 6 (Des. No.: 0300382) Letter from FHWA, Memorandum, and Draft MOA
Date: Thursday, September 14, 2017 11:36:22 AM

Please add to the project record.

From: Linda Weintraut [mailto:linda@weintrautinc.com]
Sent: Thursday, September 14, 2017 11:29 AM
To: Kennedy, Mary <MKENNEDY@indot.IN.gov>; Carpenter, Patrick A <PACarpenter@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>
Cc: Christine Meador <CMeador@hntb.com>; Timothy Miller <tnmiller@hntb.com>; Rubin, Sarah <SRubin@indot.IN.gov>; Earl, James <JEARL@indot.IN.gov>
Subject: Fwd: I 69 Section 6 (Des. No.: 0300382) Letter from FHWA, Memorandum, and Draft MOA

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It is my understanding that you wish a copy of all consulting party correspondence ...

----- Forwarded message -----

From: Mel Crichton <kj9c@att.net>
Date: Thu, Sep 14, 2017 at 11:14 AM
Subject: Re: I 69 Section 6 (Des. No.: 0300382) Letter from FHWA, Memorandum, and Draft MOA
To: Linda Weintraut <linda@weintrautinc.com>
Cc: Bilodeau Ann <bilodeau@comcast.net>, Line Beth <designs915@aol.com>, drook cathy <cadrook@att.net>

Linda

Thanks for keeping us (Glennwood Homes) in the loop, even though (after reading the MOA) it appears that our neighborhood will not be of great concern regarding negative impact from I-69.

Of course, when construction starts, we'll probably moan and groan about the noise, dirt, and traffic on Bluff Road. I am sure that INDOT will do whatever is necessary to minimize these negative effects during construction

Of longer term concern, then, would be the potential for highway traffic noise once I-69 is opened. We hope that INDOT will use "quiet" road surfacing and even noise barriers, and have signs banning engine brakes in residential areas. That's probably an issue that has not yet been addressed, but I am putting our concerns forward now.

Thanks again, and good luck.

Mel Crichton
(one of the consulting parties)



Virus-free. www.avast.com

From: [INDOT Section 6 PM](#)
To: [Joe Nagy](#)
Subject: RE: I-69 Schedule
Date: Wednesday, September 20, 2017 10:15:07 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Joe Nagy [<mailto:joenagy.9@gmail.com>]
Sent: Friday, September 15, 2017 6:00 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-69 Schedule

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Good evening,

I am very pleased to hear updates on the I-69 progress now that the State has taken over the

project. Being a south-sider my entire life, I can tell you first hand this project is desperately needed. I currently live at Southport Rd and SR 37. Each day, I feel like that intersection gets more and more congested, and seeing the final plan set makes me extremely happy for the future. I understand that the Bloomington to Martinsville section will take approximately another year or so to complete. How long do you anticipate the Martinsville to I-465 section taking and when is the anticipated start time frame? Are there any plans to accelerate the project or certain aspects of it?

Being a new engineer out of college, I understand there are many moving parts (studies, permitting, land acquisition, etc) besides the physical construction of the project (let alone funding) which can prolong the notice to proceed for construction and make the scheduling extremely difficult to pinpoint. I was hoping to see the project completed before 2020, but I realize that would probably be a stretch. Any updates you could provide regarding the schedule would definitely be helpful!

I appreciate the time and look forward to your response.

Thank you,
Joe Nagy

From: [INDOT Section 6 PM](#)
To: [Web Form Poster](#)
Subject: RE: [Section 6 Comment Form]
Date: Wednesday, September 20, 2017 10:13:39 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:charlie@barnburnerstrings.com>]
Sent: Friday, September 15, 2017 12:11 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Charles

Last Name:
Dunn

Street Address:
8314 Anne Ave

City:
Bloomington

State:
IN

Zip/Postal:
47401

E-mail:
charlie@barnburnerstrings.com

Comments

I am writing concerning the recent refined preferred route of section 6 at the Ohio St interchange in Martinsville. I own the property located at 400 E Mahalasville Rd and have been following the updates as they have been published. The prior versions have all shown that my property would likely be purchased as access to Southview Dr would run through my property. The new version removes my property from the affected properties, but the plans look more concerning now than when my property might be taken. The map appears to show a drive coming off Southview just before it intersects Ohio which I believe will make getting in and out of my property difficult as this appears to be in a sharp curve that I would expect to have a good bit of traffic. There is also not a large distance to the intersection with Ohio St and if there is a stoplight I would expect traffic backing up creating a left-hand turn out of my property both difficult and dangerous. Additionally I have concerns about how this map is showing access to the businesses on Southview near Burton Ln as it appears Burton Ln will be cut off forcing all the traffic for those businesses to use Southview which is shown to have 2 sharp curves. Is this revision likely to be the actual plan used? I would appreciate being contacted in regards to this newly published route as I do not want to have my property value lowered due to this project. My phone number is 812-219-7124 or email charlie@barnburnerstrings.com

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

From: INDOT Section 6 PM
To: "Tony Miller"
Bcc: "I69 Section 6 Admin Record"; Rubin, Sarah; Earl, James; tmiller@HNTB.com
Subject: RE: 37/144
Date: Thursday, September 21, 2017 9:34:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

The Final EIS will be released the first quarter of 2018. You may call or visit the project office for more details.

Thank you,
LaMar

LaMar Holliday

Public Information Officer

I-69 Project, Section 5

Indiana Department of Transportation

Phone: (812) 727-5796

Email: section5@indot.in.gov

Website: <http://www.i69section5.org/>



From: Tony Miller [mailto:tamiller96@gmail.com]
Sent: Wednesday, September 20, 2017 10:40 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: RE: 37/144

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When will the final EIS be?

Thanks for the reply.

On Sep 20, 2017 10:16 AM, "INDOT Section 6 PM" <Section6PM@indot.in.gov> wrote:

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added

to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

[7847 Waverly Road](#)

Martinsville, IN 46151

Office: [\(317\) 881-6408](tel:3178816408)

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Tony Miller [mailto:tamiller96@gmail.com]
Sent: Saturday, September 16, 2017 6:05 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: 37/144

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Yes, I'm looking to buy a home on 144
[7109 w state road 144, Greenwood In.](#)

Is the address.

I am wanting to know before I go through with the purchase of the home if the property will be affected by the I69 project.

Any help would be much appreciated.

Thank you.

From: [Holliday, Lamar](#)
To: msp01386@yahoo.com
Cc: [Niehoff, Mark](#)
Subject: RE: I-69 Section 6
Date: Wednesday, September 20, 2017 11:37:57 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:afssadmin@ai.org>]
 Sent: Sunday, September 17, 2017 10:30 AM
 To: response@indot.in.gov
 Subject:

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

<APP>WORKFLOW
 <PREFIX></PREFIX>
 <FIRST>mark</FIRST>
 <MIDDLE></MIDDLE>
 <LAST>dodson</LAST>
 <SUFFIX></SUFFIX>
 <ADDR1>2430 sunderland dr</ADDR1>
 <ADDR2></ADDR2>
 <CITY>martinsville</CITY>
 <STATE></STATE>
 <ZIP>46151</ZIP>
 <PHONE>7658130311</PHONE>
 <EMAIL>msp01386@yahoo.com</EMAIL>
 <WFUD_Type></WFUD_Type>
 <WFUD_Subject>The revised I-69 section 6 map 3 proposal routes the 1,000 residents from Foxcliff 1.5 miles across I-69 on Egbert road and then left another 1+ miles on Centennial road to get onto the highway vs a frontage road along the west side of I69.
 This will lead to a lot of congestion and traffic issues at the Egbert/Centennial intersection.

By selecting this option, it should include a roundabout.

</WFUD_Subject>

</APP>

From: [INDOT Section 6 PM](#)
To: [Web Form Poster](#)
Subject: RE: [Section 6 Comment Form]
Date: Wednesday, September 20, 2017 10:16:53 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:Brian.L.Warner@gmail.com>]
Sent: Sunday, September 17, 2017 9:50 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Brian

Last Name:
Warner

Street Address:
6102 Jennifer Lynn Lane

City:
Mooreville

State:
IN

Zip/Postal:
46158

E-mail:
Brian.L.Warner@gmail.com

Comments

Thanks for allowing residents to comment on your refined preferred alternative route for I-69.

I have some concerns.

1. Why the massive amount of roundabouts in the County line and Smith Valley road areas? We all realize that I-69 will become a major trucking backbone over the next 10-50 years. Roundabouts are great for rural intersections with mostly smaller automobiles, but how will that many roundabouts fare with heavy trucking traffic? A person travelling west on Smith Valley must navigate 3, 3! roundabouts, just to head south on I-69. The same applies for a person travelling south on I-69, heading east on Smith Valley (which will be 95% of your traffic). Yet, in a much busier intersection (Southport), you have chosen a much more standard interchange.

2. Change in amount of North/South lanes. Why the change to open up to 6 lanes at 144, vs 6 lanes at Smith Valley? With the current 4 lane setup, traffic cannot flow with any volume during busy periods. There is no opportunity to pass because of the current 2 lane situation. How will this possibly improve with increased traffic over the coming decades? Traffic definitely opens up south of 144, where the volume is less, which seemed like the natural choice for lane selection.

3. Elimination of lanes north and through Martinsville. There are climbing lanes from Teeters Road south to almost Grand Valley Road. In your plans, you eliminate these extra lanes. WHY? Again, consider the increase in truck traffic travelling through this area.

4. Grand Valley Blvd. Why the change from a perfectly straight road going northeast, to a wavy loopy path to Cramertown loop?

5. Ohio Street - Roundabouts - again. Consider the truck traffic, and the benefits of a standard interstate intersection. It would use a lot less land and require less purchases than the proposed roundabout.

6. Burton Lane. Why is there no overpass/underpass selected? You are forcing commercial traffic down a very narrow side street from Ohio Street south to access the GMC Dealership, and many popular restaurants on the east side of the road. This also very heavily restricts access to the Martinsville Sportsmans Conservation Club which is located south east by the river on Burton Lane. All traffic that wants to access any of these businesses must now travel through very small neighborhood streets to get north, and travel through the parking lot near Rural King. Terrible idea.

7. North exit to SR 39. Why would you move the existing roadbed CLOSER to a floodplain and the creek? Its already an issue now, why make it worse?

8. Henderson Ford Road - Interchange looks great, huge, but great. I HIGHLY encourage you to draw something into the plans to upgrade Henderson Ford road with the county to at least the bridge over Whiteriver. The banking just north and west of the interchange is very steep with no guardrails at all. This road is designated to become a major through path for people between I-69 and SR 67. It is barely safe for normal traffic, let alone truck traffic. It is very dangerous in the winter months. PLEASE set something up with the county to upgrade this road, since I-69 will be the cause of the increased traffic in this area.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

From: [INDOT Section 6 PM](#)
To: [p.berty2i](#)
Subject: RE: Home
Date: Wednesday, September 20, 2017 10:20:23 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday

Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation

7847 Waverly Road
 Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: p.berty2i [mailto:p.berty2i@yahoo.com]
Sent: Monday, September 18, 2017 9:36 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Home

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Can you give me any idea when we can expect our home to be purchased by the state for I-69.

Or when we would get a notice letting us know that our house is going to be purchased for I-69

Thank you very much
Penny friend berty

Sent from my Samsung Galaxy , an AT&T LTE smartphone

From: [INDOT Section 6 PM](#)
To: [Web Form Poster](#)
Subject: RE: [Section 6 Comment Form]
Date: Wednesday, September 20, 2017 10:20:06 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:vesan87@yahoo.com>]
Sent: Monday, September 18, 2017 3:51 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Vann

Last Name:
Sanders

Street Address:
3435 State Road 37 North

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
vesan87@yahoo.com

Comments

I would like to talk to someone about the I69 project. The current maps show that some of my property will be effected. I have submitted form both online and in person at the project office in the past and have been ignored. If this is not the correct way to contact the government concerning this project can you please tell me how I can do that.

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

From: [Rubin, Sarah](#)
To: [Wren, Chris](#)
Cc: [Poturalski, Jim](#)
Subject: RE: Martinsville - Willowbrook Drive Flood Event 7.11.17
Date: Monday, September 18, 2017 3:12:11 PM
Attachments: [image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Chris,

Thank you for your email. We will be sure to add it to the project record. As a follow up to our discussion earlier in the summer, we do anticipate to have a bridge at Egbert and we will plan to conduct additional hydraulic analysis during the design phase. We will continue coordination with Morgan County on the timing of their potential acquisitions in the Willowbrook area.

Best,
Sarah

From: Wren, Chris
Sent: Monday, September 18, 2017 10:14 AM
To: Rubin, Sarah <SRubin@indot.IN.gov>
Cc: Poturalski, Jim <JPOTURALSKI@indot.IN.gov>
Subject: RE: Martinsville - Willowbrook Drive Flood Event 7.11.17

Hello Sarah,

Just dropping a note. I have reviewed the most current plans concerning the overpass at Egbert Road. I must admit that I am not confident that by adjusting the overpass to north makes a great enough change to mitigate or eliminate excessive flooding in this area, but only to locate it on State owned property. During a flood event, the huge volume of water flows through and out of the neighborhood and across the highway as experienced by the many drivers on this stretch of road and the previously attached photos. As previously mentioned, an overpass of this nature could most likely or potentially cause a damming effect preventing flow away from the homes in this area. This is worrisome to me, and I feel it is important to ensure that these concerns are considered and addressed for any actual interstate/overpass planning or construction. Of course, these concerns are of no consequence should the County proceed with the purchase of these homes by year's end or just after as we had discussed. We are hopeful. I do appreciate your time and consideration with these concerns.

Thank you,

Chris Wren

FACILITIES PROJECT MANAGER
 INDIANA DEPARTMENT OF TRANSPORTATION
 100 N. SENATE AVE, ROOM-N901
 INDIANAPOLIS, IN 46204
 MOBILE: 317-607-8430

 FAX: 317-233-5551
 E-MAIL: CWREN@INDOT.IN.GOV

From: Rubin, Sarah
Sent: Thursday, July 20, 2017 1:20 PM
To: Wren, Chris <CWren@indot.IN.gov>
Cc: Poturalski, Jim <JPOTURALSKI@indot.IN.gov>
Subject: RE: Martinsville - Willowbrook Drive Flood Event 7.11.17

Hi Chris,

Thanks for your time this morning. It was a pleasure meeting you. I appreciate the photos and insight you were able to provide regarding the area and its flooding issues. I will be sure to share the information with the appropriate folks on my project team to make sure we pay particular attention to current issues at this location to prevent future concerns.

Best,
Sarah

Sarah Rubin
Deputy Director of Public-Private Partnerships
Project Manager, I-69 Section 6
Office: (317) 234-5282



From: Wren, Chris
Sent: Thursday, July 20, 2017 1:16 PM
To: Rubin, Sarah <SRubin@indot.IN.gov>
Cc: Poturalski, Jim <JPOTURALSKI@indot.IN.gov>
Subject: Martinsville - Willowbrook Drive Flood Event 7.11.17

Hello Sarah,

It was good to meet you today. Please see the attached photos showing the most recent flooding from Tuesday, July 11, 2017. I certainly appreciate your time, and the information you were able to share with me today. As discussed, with any luck the county/FEMA will have purchased these areas prior to any interstate developments taking place. Please remember that my concern is that any new upward developments in this area will most assuredly exacerbate the already troubled landscape resulting in more flooding woes. I am hoping as new information is released concerning this area you might be able to share. Please feel free to contact me with any questions you may have.

Thank you,

Chris Wren

FACILITIES PROJECT MANAGER

INDIANA DEPARTMENT OF TRANSPORTATION
100 N. SENATE AVE, ROOM-N901
INDIANAPOLIS, IN 46204

📱 MOBILE: 317-607-8430

📠 FAX: 317-233-5551

✉ E-MAIL: CWREN@INDOT.IN.GOV

From: [INDOT Section 6 PM](#)
To: [Anna Stringer](#)
Subject: RE: Epler Avenue Exit
Date: Wednesday, September 20, 2017 10:20:54 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Anna Stringer [<mailto:astring92@aol.com>]
 Sent: Tuesday, September 19, 2017 11:19 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: Epler Avenue Exit

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

To The INDOT Planners for I69,

I have lived at the 500 block of W. Epler since 2009. I have seen a ridiculous amount of accidents since I have moved here. I have previously sent you pictures of them. (My family has lived on Bluff Road or east of Bluff Rd between Hanna and Edgewood since 1943 so I have experience with the surrounding area)

I am seriously concerned about you connecting Epler to I69 at the same time, you are deleting the access from Edgewood and Banta that SR37 currently has.

In just the last two weeks, on W. Epler between the 400-500 block, we have had 3 mailboxes taken out, people stopping in the middle of the road to climb trees to steal fruit from Adrian Orchards trees, a person trying to turn around in the middle of the road, drive into my ditch, another turn around in the road by driving around a tree in George Adrian's front yard and a police officer give 4 speeding tickets in 20 minutes. These drivers are crazy.....

You are going to triple the amount of traffic on Epler when you delete the Edgewood and Banta access. Auto GPS is going to instruct people to use Epler as an East/West thoroughfare because it will be the last exit before I465.

I believe you need to dead end Epler into the industrial park on the east side of the proposed I69 and make people disperse onto the next exit north, Harding street.

Plus, as currently designed, people will be trying to use westbound Epler to travel south on I69. This will be impossible during rush hour unless you put a stoplight there.

I am sure your current design looks good on paper. But, I think it is irresponsible of you to push traffic onto a road that is not suitable for it.

Especially when the road is in use now by crazy people!!!!!!

I am seriously concerned about how your plan will adversely effect our street. Please review it.

Anna Stringer
509 W. Epler
Indianapolis, IN

Sent from my iPhone

From: [INDOT Section 6 PM](#)
To: [Jennifer Harrison](#)
Subject: RE: Section 6 - Smith Valley to Stop 11
Date: Wednesday, September 20, 2017 10:15:35 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: lholliday@indot.in.gov

Website: www.i69indyevn.org



From: Jennifer Harrison [mailto:JennHarrison1@hotmail.com]
Sent: Friday, September 15, 2017 8:39 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Section 6 - Smith Valley to Stop 11

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello - we reside at 2620 Wicker Rd, per the latest map for the above section, there is a "proposed right of way" that comes along our house line and appears to take over our

driveway and relocates the driveway in front of the house instead of beside it, as well as now takes a portion of our front yard. Can you please explain what the "proposed" right of way means? Will this be a fence? An off ramp? A shoulder area? We are concerned as it is now closer than in prior renderings.

Thank you,
Jennifer Foster
2620 Wicker Rd
Indianapolis, IN 46217
(31)213-7821

Sent from [Outlook](#)

From: [INDOT Section 6 PM](#)
To: [Web Form Poster](#)
Subject: RE: [Section 6 Comment Form]
Date: Wednesday, September 20, 2017 10:13:56 AM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:p.berTY2i@yahoo.com>]
Sent: Friday, September 15, 2017 9:23 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Penny

Last Name:
Berty

Street Address:
384 Wakefield CT

City:
Greenwood

State:
IN

Zip/Postal:
46142

E-mail:
p.berTY2i@yahoo.com

Comments

Is there a time frame that we will know when our home (property) maybe purchased?

This has been a up and down time for us. Its the living in limbo onwhat do as if we should buy things for our home.

Thank you for your time.

Penny Berty

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

From: [INDOT Section 6 PM](#)
To: [Beth Campbell](#)
Subject: RE: Concerns for I-69 in Greenwood
Date: Friday, September 22, 2017 9:33:24 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday

Public Involvement Specialist

I-69 Project, Section 6

Indiana Department of Transportation

7847 Waverly Road

Martinsville, IN 46151

Office: (317) 881-6408

Email: holliday@indot.in.gov

Website: www.i69indyevn.org



From: Beth Campbell [mailto:bethcampbellhome@gmail.com]
Sent: Thursday, September 21, 2017 4:43 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Concerns for I-69 in Greenwood

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

To whom it concerns,

I live by 37 and Smith Valley Rd. and I attended the meeting last week at Perry Meridian High School for the I-69 meeting. According to the map there will not be access to I-69 from Fairview Road, Wicker Road, or Belmont. I pass these roads every morning and many cars get

on 37 from each of these roads. IF, you do not allow access from these roads with the new interstate that will force those cars to have to feed into County Line and Smith Valley and Southport. Those three roads (Smith Valley, County Line and Southport) are already incredibly crowded and access to them (down all North and South bound lanes (135, Peterman, etc.) are very difficult to move along during rush hour and week-ends. Please reconsider access at Fairview, Wicker and Belmont please. There is no way the three roads you have selected can handle all of the traffic to access the interstate in Greenwood and Southport. I access on Fairview already to avoid Smith Valley because of traffic on Smith Valley.

Beth Campbell



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name Rod - Todd - Barry - Pierce Stafford
Address PO Box 1723 Martinsville Ind (Optional)
Phone (765) 516 0070 (Optional) Email rpstafford exc (Optional) @ gmail
Organization/Agency (if relevant) _____ (Optional)
Date 9/21/17

COMMENTS: (Note: Comments regarding this meeting are requested by ^{Sept. 29,} ~~Sept. 28,~~ 2017. Comments can also be submitted via the project website at www.i69indyevn.org)

Do not want barrier wall in front Orange Street
Minor Plat - 2 B3 Lots

Vacant property on the North Side of 37
and the West side of the Goodwill Property

2 Platt rd lots - Zoning = B3 = Drive by Businesses

Sound wall would cut off visibility to
the future businesses - Restaurants etc.

REMONSTRATORS: NONE.

MOTION: Grady Howard made a motion to approve request for change in zoning district from R-1 to B-1 for the property located just east of the intersection of East Morgan Street and Hospital Drive with driveway perpendicular to Morgan Street, two lanes to ingress and egress two lanes of traffic, and a hard surface required. Signage must meet sign ordinance. The motion was seconded by Mike Kirsch and passed with six votes in favor and one vote against (Douglas Arthur).

P-08-03-05. Fewell Family Partnership.

Requested minor plat approval and more specifically to divide 3.28 acres into two parcels on property located at the intersection of Pine Drive and Orange Street in the City of Martinsville.

P-08-03-06. Fewell Family Partnership.

Requested rezoning of property located at intersection of Pine Drive and Orange Street from R-3 to B-3.

Ross Drapalik made the presentation to the Plan Commission. John Fewell owns the land but has given a letter of approval for commercial use advantage. The request was to divide 3.28 acres into two parcels on property located at the intersection of Pine Drive and Orange Street in the City of Martinsville and consider the rezoning of the property from R-3 to B-3.

Ross Holloway stated there could be no bars or serving of alcohol in a B-3 zoning.

Rod Stafford said that the purpose is to stay at B-3 zoning. There would be a landscaped buffer. Mr. Stafford would not have businesses that open at 2 AM and would consider a time frame of closing at a decent hour.

REMONSTRATORS:

Viola Daily, 39 Tulip Drive. Ms. Dailey did not want a business. Does not want lights in her backyard. Does not want a business.

Lynn Daily. The area is congested. Cannot get fire truck down street. The city does not maintain Pine Drive. The city does not pick up trash.

Phil ??, 59 Tulip Drive. Does not want business. Does not want lights from signs in back yard. Just bought the home and was told it was a residential area of 20 years.

MOTION: Ross Holloway made a motion to change the zoning from R-3 to B-3 with the listed restrictions for the property located at the intersection of Pine Drive and Orange Street. The motion was seconded by Douglas Arthur and passed with six votes in favor and one vote in abstention (Juanita McGraw).

Restrictions are: (1) no elevated signs on Pine Drive; (2) landscaping to headlight level; (3) limit hours of operation to 11 PM; (4) no night clubs or selling of liquor; (5) restrict the building height to be 20 ft. (single level); and (6) lights must go down and not to face southern area.

Ross Holloway and Grady Howard suggested that the surveyor be allowed to add developer to plat. This was agreed upon by the rest of the Plan Commission.

MOTION: Douglas Arthur made a motion to accept the plat as submitted to divide 3.28 acres into two parcels and city to accept Pine Drive. The motion was seconded by Mike Kirsch and passed with six votes in favor and one vote in abstention (Juanita McGraw).

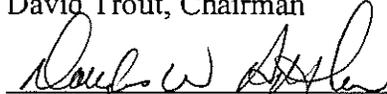
Ross Holloway said dedication of street to be approved. The changed in the plat of Henry property was never recorded. Ross stated that the plat needs to be cleaned up, and if the plat is not recorded after one year, the plat would be void.

ADJOURNMENT: There being no further business, the meeting adjourned.

NEXT MEETING: The next regularly scheduled meeting will be at 7:00 PM, Tuesday, April 22, 2008.

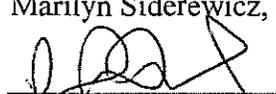
Notes of the meeting were taken by Valerie Martin.
Recording system was not functioning.

David Trout, Chairman



Douglas Arthur

Marilyn Siderewicz, Secretary (ABSENT)

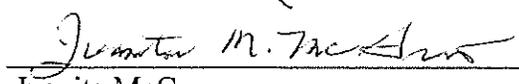


Mike Kirsch

Eric Bowlen (ABSENT)



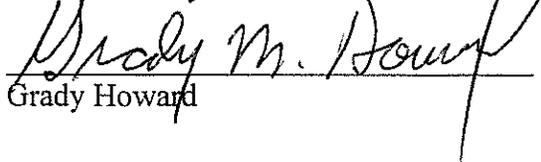
Shirley Fleck



Juanita McGraw

Joanne Stuttgen (ABSENT)

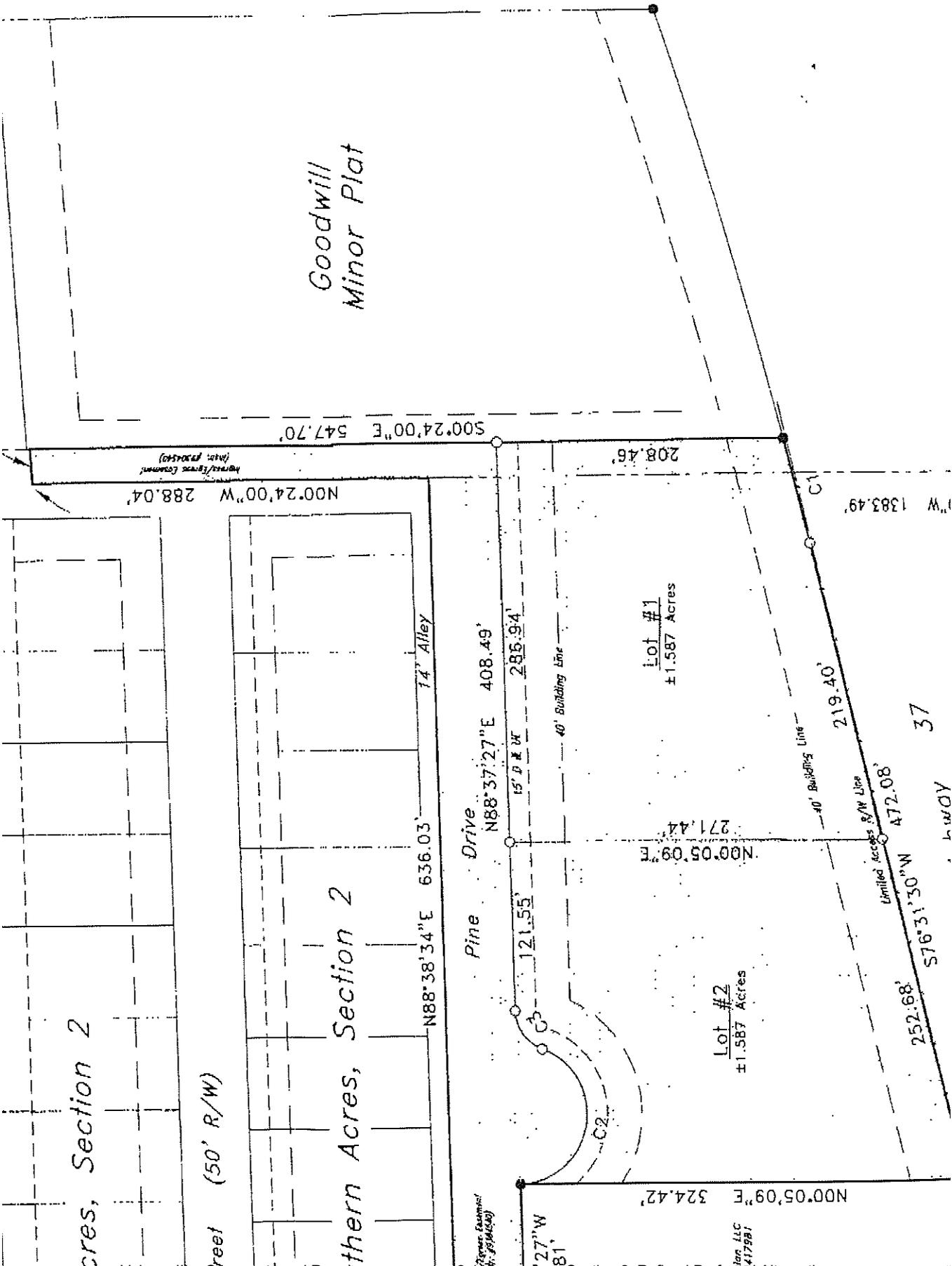
Ross Holloway



Grady Howard

Tom Williams (ABSENT)

Rod Bray, Attorney



Jan, LLC
417981

From: Holliday, Lamar
To: ["I69 Section 6 Admin Record"](#); [Rubin, Sarah](#); [Earl, James](#); tmiller@HNTB.com
Subject: FW: Interstate 69 Extension through the City of Indianapolis, Indiana
Date: Monday, September 25, 2017 10:00:00 AM

-----Original Message-----

From: INDOT Section 6 PM
 Sent: Monday, September 25, 2017 10:01 AM
 To: 'Tom Ahler, Jr.' <tomahler@gmail.com>
 Subject: RE: Interstate 69 Extension through the City of Indianapolis, Indiana

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday
 Public Involvement Specialist
 I-69 Project, Section 6
 Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
 Office: (317) 881-6408
 Email: lholliday@indot.in.gov
 Website: www.i69indyevn.org

-----Original Message-----

From: Tom Ahler, Jr. [<mailto:tomahler@gmail.com>]
 Sent: Sunday, September 24, 2017 7:20 PM
 To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
 Subject: Interstate 69 Extension through the City of Indianapolis, Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

Tim Miller,

I spoke with you at the Interstate 69 Section 6 meeting at Perry Meridian High School on Wednesday, September 13, 2017.

During our discussion about Interstate 69, I stated to you about extending Interstate 69 north of Interstate 465 on the South West Side the City of Indianapolis, Indiana to the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the North East Side of the City of Indianapolis, Indiana.

Down below is the route for the Interstate 69 extension through the City of Indianapolis, Indiana.

Interstate 69 Extension Route:

Starting at Epler Avenue, Interstate 69 will head due north to and connect with Interstate 465 with a new interchange on the south west side of the City of Indianapolis, Indiana.

Starting at the new interchange on Interstate 465 on the south west side of the City of Indianapolis, Indiana, Interstate 69 will head north on a new alignment or a new terrain route to the intersection of Belmont Avenue and Minnesota Street.

Starting at the intersection of Belmont Avenue and Minnesota Street, Interstate 69 will overlay Belmont Avenue north to the intersection with 10th Street. (Remove Eagle Creek)

Starting at the intersection of Belmont Avenue and 10th Street, Interstate 69 will head North-East on a new alignment or a new terrain route to and connect with the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Plan A

Interstate 69 is a sixteen (16)-lane divided full control, limited access highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana.

Interstate 69 Northbound is eight (8)-travel lanes between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana.

Starting in the center median there is a five (5) foot high concrete barrier to separate Interstate 69 Northbound traffic from Interstate 69 Southbound traffic.

Next to the five (5) foot high concrete barrier, there is a five (5) foot wide inside shoulder for Interstate 69 Northbound.

Next to the five (5) foot wide inside (left) shoulder, there is travel lane one (1)

Next to travel lane one (1), there is travel lane two (2).

Next to travel lane two (2), there is travel lane three (3).

Travel lane one (1), Travel lane two (2), Travel lane three (3) are Toll Lanes.

Travel lane one (1) is a Toll Lane for Rapid Bus Transit.

Travel lane two (2) is a Toll Lane for HOV (High Occupancy Vehicle).

Travel lane three (3) is a Toll Lane for HOV (High Occupancy Vehicle).

---HOV (High Occupancy Vehicle) can use travel lane one (1) when travel lane one (1) is not used by Rapid Bus Transit.---

Next to Travel lane three (3) is a ten (10) foot wide (right) outside shoulder.

Next to the ten (10) wide (right) outside shoulder, there is a five (5) foot high concrete barrier.

Next to the five (5) foot high concrete barrier, there is a twelve (12) foot wide inside (left) shoulder.

Next to the twelve (12) foot wide inside (left) shoulder, there is travel lane four (4).

Next to travel lane four (4), there is travel lane five (5).

Next to travel lane five (5), there is travel lane six (6).

Next to travel lane six (6), there is travel lane seven (7).

Next to travel lane seven (7), there is travel lane eight (8).

Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder.

Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are long distance travel lanes and short distance travel lanes.

Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), and travel lane eight (8) are Non-Toll Lanes.

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between Interstate 465 on the south west side of the City of Indianapolis, Indiana and 10th Street on the west side of the City of Indianapolis, Indiana.

Interstate 69 is a sixteen (16)-lane divided full control highway between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Interstate 69 Northbound is eight (8)-travel lanes between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange on the north east side of the City of Indianapolis, Indiana.

Starting in the center median there is a four (4) foot high concrete barrier to separate Interstate 69 Northbound traffic from Interstate 69 Southbound traffic.

Next to the five (5) foot high concrete barrier, there is a five (5) foot wide inside shoulder for Interstate 69 Northbound.

Next to the five (5) foot wide inside (left) shoulder, there is travel lane one (1)

Next to travel lane one (1), there is travel lane two (2).

Next to travel lane two (2), there is travel lane three (3).

Travel lane one (1), Travel lane two (2), Travel lane three (3) are Toll Lanes.

Travel lane one (1) is a Toll Lane for Rapid Bus Transit.

Travel lane two (2) is a Toll Lane for HOV (High Occupancy Vehicle).

Travel lane three (3) is a Toll Lane for HOV (High Occupancy Vehicle).

Next to Travel lane three (3) is a ten (10) foot wide (right) outside shoulder.

Next to the ten (10) foot wide (right) outside shoulder is a five (5) foot high concrete barrier.

Next to the five (5) foot high concrete barrier there is a twelve (12) foot wide inside (left) shoulder.

Next to the twelve (12) foot wide inside (left) shoulder, there is travel lane four (4).

Next to travel lane four (4), there is travel lane five (5).

Next to travel lane five (5), there is travel lane six (6).

Next to travel lane six (6), there is travel lane seven (7).

Next to travel lane seven (7), there is travel lane eight (8).

Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder.

travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are long distance travel lanes and short distance travel lanes.

travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), and travel lane eight (8) are Non-Toll Lanes.

---HOV (High Occupancy Vehicle) can use travel lane one (1) when travel lane one (1) is not used by Rapid Bus Transit.---

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between the intersection of Belmont Avenue and 10th Street and the existing Interstate 69 at the Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

The new Interstate 69 extension between the Interstate 465 Loop and downtown Indianapolis will provide an additional way to access the downtown Indianapolis area.

Also, the Toll Lanes will provide a much needed source of financial revenue to construct and repair this sixteen (16)-lane divided full control highway.

Therefore, the new Interstate 69 extension project.... as a sixteen (16)-lane divided full control, limited access highway around the west end of the downtown area in the City of Indianapolis, Indiana.....will take precedence over

individual home owners,..... land owners,.....and environmental issues.

The new Interstate 69 extension will help reduce..... Urban Blight and Urban Decay by demolishing older buildings and structuresalong the new Interstate 69 Corridor around the west end of the downtown area in the City of Indianapolis, Indiana.

Plan B

Interstate 69 is a twenty-two (22)-lane divided full control, limited access highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Interstate 69 Northbound is eleven (11) travel lanes between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Start with the sixteen (16)-lane divided full control, limited access highway stated above in Plan A.

Next to travel lane eight (8), there is a twelve (12) foot wide outside (right) shoulder from Plan A.

Next to the twelve (12) foot wide outside (right) shoulder, there is a five (5) foot high concrete barrier.

Next to the five (5) foot high concrete barrier, there is five (5) foot wide inside (left) shoulder.

Next to the five (5) foot wide inside (left) shoulder, there is travel lane nine (9).

Next to travel lane nine (9), there is travel lane (10).

Next to travel lane ten (10), there is travel eleven (11).

travel lane nine (9), travel lane (10), and travel lane eleven (11) are travel lanes for local traffic.

travel lane nine (9), travel lane (10), and travel lane eleven (11) are Local Express Travel Lanes or Collector/Distributor Travel Lanes for local traffic.

For example, a motorist enters Interstate 69 at Interstate 465 on the south west side of the City of Indianapolis and travels northbound for one (1) mile to the West to East crossroad at the next exit .

The motorist exits Interstate 69 at this West to East crossroad.

Travel lane nine (9), travel lane (10), and travel lane eleven (11) are for motorist not traveling long distance.

A five (5) foot high concrete barrier will separate the long distance travel lanes....travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8)....from the short distance travel lanes....travel lane nine (9), travel lane (10), and travel lane eleven (11).

Travel lane four (4), travel lane five (5), travel lane six (6), travel lane seven (7), travel lane eight (8) are for motorist traveling north on Interstate 69 starting at Southport Road on the south west side of the City of Indianapolis, Indiana and exiting at 96th Street in the City of Fishers, Indiana.

Interstate 69 Southbound is a mirror image of Interstate 69 Northbound between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

Twenty-two (22)-travel lanes is a lot of travel lanes.

However, at 5:00pm in the evening, these twenty-two (22)-travel lanes will be heavily traveled with buses, cars, and trucks.

The new Interstate 69 extension project will provide opportunities for economic development along the route of this highway between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

The new Interstate 69 extension project will provide an opportunity to build or construct new housing, new businesses, and new industry along the new Interstate 69 Corridor between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana.

We can implement a preventative maintenance policy with the new housing, new businesses, and new industry, so if a mechanical issue would arise with the new housing, new businesses, and new industry, this mechanical issue is fixed as soon as possible.

For example, there is crack in a water line in a local business along the new Interstate 69. The water line with the crack is replaced immediately. In other words, we do not wait for water to start leaking from the water line.

This preventative maintenance policy is based on routine inspection.

Another example, we replace the old brick facade on the outside of an old building with new brick facade. This will give the old building a new look on the outside.

Also, the new Interstate 69 extension project between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana will provide an additional route to access downtown Indianapolis, Indiana from the Interstate 465 Beltway or Loop.

Overall, as a nation, we need to focus on the greater good for the United States of America.

This greater good involves focusing on infrastructure projects such as the new Interstate 69 extension project between Interstate 465 on the south west side of the City of Indianapolis, Indiana and Interstate 465 Interchange with Binford Boulevard on the north east side of the City of Indianapolis, Indiana, and focusing less on those Self-Serving-Individuals and/or Free-Thinking-Individuals who will eliminate a highway project such as the said new Interstate 69 extension project, or try to scale back a project of this nature.

Eliminate those who would oppose a road project such as the new Interstate 69 extension project, altogether,

because you do not want the opposition creating problems for the new Interstate 69 after construction is complete on this extension.

Thank you for Listening,
Thomas Ahler

From: Bill French/USA [mailto:Bill.French@cushwake.com]
Sent: Monday, September 25, 2017 11:06 AM
To: Holliday, Lamar <LHolliday@indot.IN.gov>
Subject: Ohio Street discussion Martinsville, IN
Importance: High

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

It was enjoyable speaking with you today!

As you recall I am working with Don Silver to relocate his Circle K and we were looking at property north of 69 east of Ohio, just south of Holden. Supposing we acquire the 2 parcels south of Holden along Ohio, what happens once the State acquires the properties further south and removes the homes? Will the land remaining stay under state ownership or will it be sold the neighboring/adjoining owners to the north or east?

Thank you,

Bill

Bill French

Executive Director
Retail - Site Selection Specialist

Direct: 317-639-0430
Mobile: 317-590-5052
Fax: 317-639-0504
bill.french@cushwake.com



One American Square, Suite 1800
Indianapolis, IN 46282 | USA

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We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses.

From: [INDOT Section 6 PM](#)
To: [Web Form Poster](#)
Subject: RE: [Section 6 Comment Form]
Date: Monday, September 25, 2017 1:43:54 PM

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:dhockema@huntdevelop.com>]
Sent: Monday, September 25, 2017 1:05 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Richard

Last Name:
Hockema

Street Address:
221 East Fourth Street
Suite 2510

City:
Cincinnati

State:
OH

Zip/Postal:
45202

E-mail:
dhockema@huntdevelop.com

Comments

These comments are made on behalf of Aspen Lakes, LLC, pursuant to the Request for Public Comment on the I-69, Section 6 Refined Preferred Alternative as of 9/12/17.

Aspen Lakes, LLC is the owner of the Aspen Lakes Apartments, a 322-unit apartment complex located southeast of the intersection of Southport Road and State Route 37. Aspen Lakes, LLC is an affiliate of the Hunt Development Corporation.

All 322 families at Aspen Lakes will be negatively impacted by the construction of I-69, but 120 families will be more adversely affected than most. It appears that the proposed interstate road and northbound exit ramp will require the elimination of 24 apartment homes and will be located within 50 feet of four other apartment buildings with 96 apartment homes. 24 homes will be "lost" to the construction, but nearly 100 homes will become substantially less desirable because of increased highway noise.

The refined plan indicates that sound walls would be constructed between the new interstate and the apartment homes, but sound walls are of very little benefit if they do not obstruct the direct line of sight to the vehicles. The third story apartments at Aspen Lakes are roughly 20 feet above grade and sound walls will not have any real benefit unless they are high enough to block the view of the traffic and also unless the I-69 roadway and the northbound exit ramp are reconstructed near the existing grade of SR 37 and as far from the apartment buildings as possible.

The suggestions below would reduce the road noise impact on the Aspen Lakes apartment homes and they would also lower construction costs.

• It appears possible to move the roadway as much as 45 feet west of the location shown without encroaching on the existing pipeline easement or other utilities west of existing SR 37. That adjustment would nearly double the distance from the interstate for nearly 100 apartment homes and might permit the retention of much of the landscaping Aspen Lakes installed to provide visual separation from SR 37; if combined with other suggested changes it might be possible to retain the apartment building that is currently shown for removal.

• The northbound exit ramp off of I-69 should connect to the existing Southport road west of the entrance to the Aspen Lakes Apartments and at or near the current grade of SR 37. Connecting to the existing Southport road at grade would reduce traffic noise and would result in lower construction costs. Maintaining the exit ramp near the proposed grade of the new interstate might allow some tightening of the divergence of the northbound exit ramp from I-69 and also provide greater separation from the apartment homes.

There are a number of other design considerations that would not require modification to the current plans but would reduce inconveniences resulting from the new roadway including:

• The C4B plan indicates acquisition of the BP gas station on the corner of Southport Road and SR 37 together with acquisition of a contiguous vacant land parcel. If those properties are acquired, by INDOT Aspen Lakes would like the opportunity to buy the portion that is not necessary for I-69 construction. If Aspen Lakes acquired a portion of this property we could markedly improve the attractiveness of the entry to the apartment homes with enhanced landscaping. The property would still experience much reduced access and visibility, but it would have an improved entry and greater separation from traffic flows.

• Traffic from 300+ apartment homes plus the traffic from the existing 200+ homes in the Perry Commons subdivision would in our opinion necessitate a signal at the intersection of the existing Southport roadway with relocated Southport Road. During rush hours, there is heavy traffic on Southport Road; in the absence of a signal, making left turns from Aspen Lakes and the Perry Commons subdivision will be both difficult and dangerous.

• Aspen Lakes Apartments should receive appropriate signage at the intersection of the existing and proposed Southport Roads to help mitigate the impact of being located on a dead-end street.

We would welcome the opportunity to meet with you after you review these comments.

Richard W. Hockema, P.E.
Executive Vice President, Hunt Development Corporation
221 East 4th Street, Suite 2510
Cincinnati, Ohio 45202

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Tuesday, September 26, 2017 10:57 AM
To: 'Fuller, Steve'
Subject: RE: Turkey Hill Martinsville, IN I-69 Official Project Comment

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org



From: Fuller, Steve [mailto:steve.fuller@minitmarkets.com]
Sent: Tuesday, September 26, 2017 10:51 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: Turkey Hill Martinsville, IN I-69 Official Project Comment

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Mr. Holliday:

As you know, I manage real estate for TH Midwest, Inc.

TH Midwest, Inc. owns and operates gas stations and convenience stores in a number of states, including Indiana.

I only recently learned about the Indiana Department of Transportation's plans to construct Interstate 69 in Morgan County, Indiana.

Pursuant to a lease with Schwab Family Associates, L.P., TH Midwest, Inc. operates a gas station and convenience store located at 1860 South Ohio Street in Martinsville, Indiana. Right now, the gas station and convenience store is conveniently located and easily accessible to State Road 37.

In order to be successful, convenience stores need to be easily accessible (i.e., convenient) and highly visible. If Interstate 69 is constructed as planned, the gas station and convenience store located in Martinsville will no longer be convenient. If Interstate 69 is constructed as planned, patrons will have to drive past the gas station and convenience store and then work their way back by making multiple left-hand turns. And if Interstate 69 is constructed as planned, it also appears that the visibility of the gas station and convenience store will be impacted in a negative manner.

All of these concerns, taken together, will result in a detrimental impact to the value of TH Midwest, Inc.'s leasehold interest. It's likely that these concerns also will work to alter the highest and best use of the real estate owned by Schwab Family Associates, L.P., thereby making it less valuable.

TH Midwest, Inc. would, if at all possible, like to avoid any damage to its leasehold interest arising from the proposed improvements to Interstate 69. At your earliest possible convenience, can we schedule a meeting to discuss alternatives for access to and from Ohio Street?

Thanks for your consideration.

Steve Fuller
Turkey Hill
Division Real Estate Manager
(614) 981-3255
steve.fuller@minitmarkets.com

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Jerry Hillenburg & Co.

Custom Cabinetmakers

8711 Whiteland Road Martinsville IN 46151
jerryhillenburg@aol.com
Shop\Cell 317-422-8884
Home 317-831-4944

Lamar Holliday
I-69 Section 6 Project Office
7847 Waverly Rd.
Martinsville In 46151

September 26, 2017

RE: Relocating New Whiteland Road's cul-de-sac

Lamar ;

My 150-acre farm with it's 6,700 feet of Ind. 37 frontage, is located near Waverly Road and Whiteland Road.

I support all the changes made on your Refined Preferred Alternative map that effects my property EXCEPT for the location of the the cul-de-sac terminating New Whiteland Road on the west side of I69.

The cul-de-sac, as located on your map, is on my neighbor's property and a "driveway," that is entirely on his property, links my 75-acre field to the cul-de-sac. While the driveway as shown on your map would be on INDOT's right of way, the property the driveway would be on will be maintained by my neighbor. On the entire I69 project, as far as I can tell, this is the only driveway that is located on property not serviced by the driveway.

I know INDOT would acquire a right of way for the driveway, but this configuration is unacceptable to me. INDOT should modify the map so that the cul-de-sac's center-point is located on the boundary line that divides my neighbor's property from mine. By doing this, half of the cul-de-sac will be on my neighbors property and half on mine, and there will be no driveway.

Locating the center-point of the cul-de-sac can easily be done at no cost. I am happy to give INDOT the extra property needed to accomplish this.

I have had a situation similar to this in the past, and it resulted in a neighbor dispute. A driveway running through property maintained by your neighbor is a recipe for bad relations. By making this simple change there is no chance of a neighbor dispute.

Sincerely,



Jerry Hillenburg

tary School

RPA-051

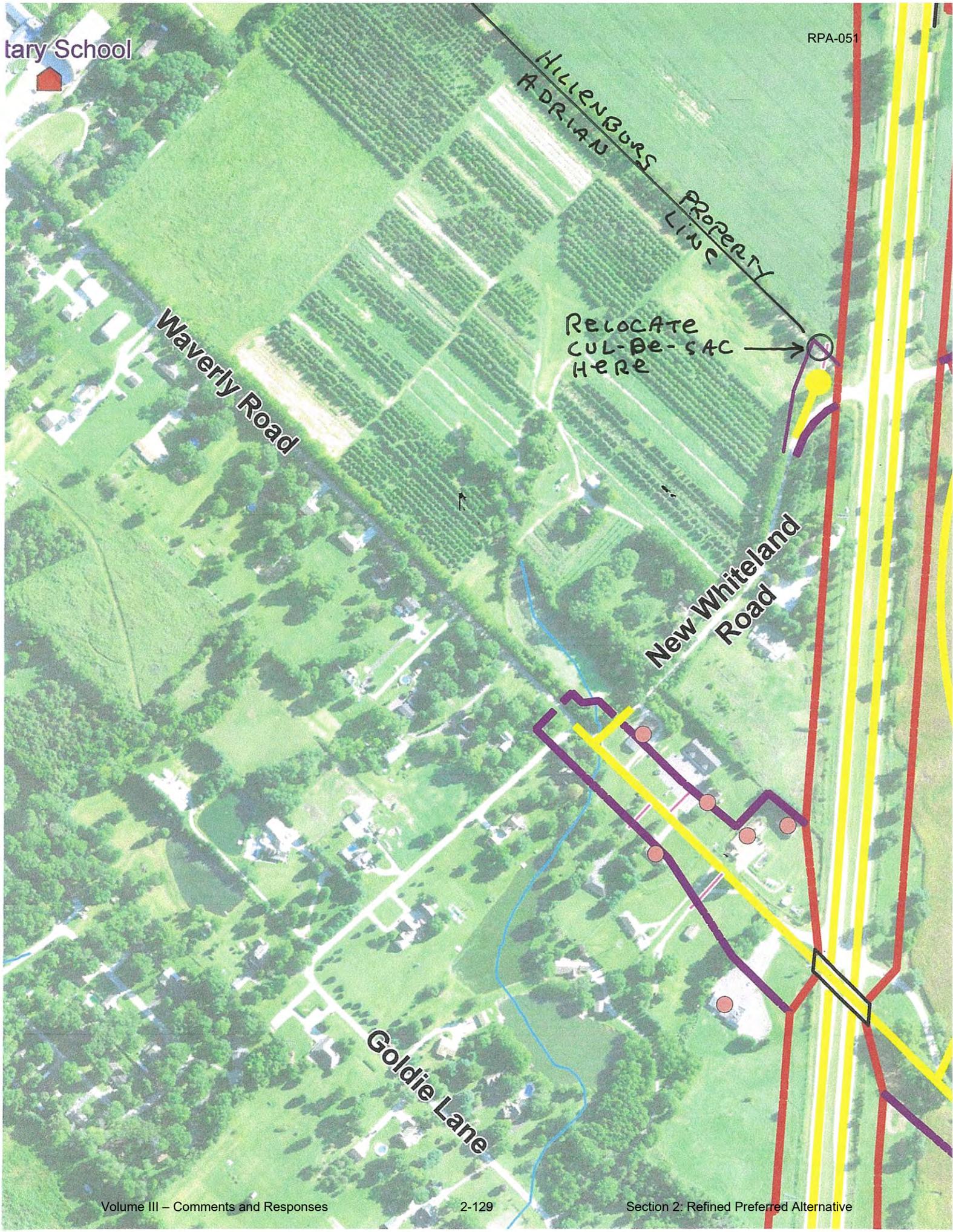
HILLENBURG'S
ADRIAN
PROPERTY
LINE

Waverly Road

RELOCATE
CUL-DE-SAC
HERE

New Whiteland
Road

Goldie Lane





COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Information Meeting

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

SEPTEMBER 28, 2017

FROM: Name REV. NATHAN JANSSEN & THE I-69 STUDY COMMITTEE
Address 3496 E. MORGAN ST., MARTINSVILLE, IN 46151
Phone (765) 342-2004 (Optional) Email poppastor1cms@hotmail.com
Organization/Agency (if relevant) PRINCE OF PEACE LUTHERAN CHURCH (Optional)

COMMENTS: (Note: Comments are requested by September 29, 2017. Comments can also be submitted via the project website at www.i69indyevn.org.)

SEE ATTACHED COMMENT SHEETS (4)

RESPONSE TO THE "REFINED PREFERRED ALTERNATIVE"
PRESENTED AT THE SEPTEMBER 12, 13 & 14, 2017 PUBLIC
HEARINGS

COMMENT SHEET
I-69, SECTION 6

**RESPONSE TO: Refined Preferred Alternative as described at
the September 12, 13 & 14, 2017 Public Hearings**

FROM:

**Rev. Nathan Janssen and the I-69 Study Committee
Prince of Peace (POP) Lutheran Church and School
3496 E. Morgan Street
Martinsville, IN 46151**

(765) 342-2004

DATE SUBMITTED: September 26, 2017

Prince of Peace Lutheran Church and School submits the following statement in response to the September 12, 13 & 14, 2017 I-69, Section 6 Public Hearings regarding the "Refined Preferred Alternative":

The REFINED PREFERRED ALTERNATIVE modifications do NOT address the POP concerns regarding a single access point to the POP property through the I-69 service road right-of-way. The access point currently designated is a single lane, steeply inclined, exit only, asphalt drive from the POP property. The church and school property is accessed daily by approximately 175 cars, school buses and utility and service vehicles. The property is currently served by a circular traffic pattern permitted by separate ingress and egress points. Exhibit A attached shows the single "proposed" ingress/egress point on the property. Exhibit B attached shows the existing second ingress/egress point to the property

Will INDOT provide an additional access at the current old SR37 dual ingress/egress point or at some other point along E. Morgan St. / I-69 Service Road?

EXHIBIT A

PRINCE OF PEACE LUTHERAN CHURCH, MARTINSVILLE, IN



EXHIBIT B

PRINCE OF PEACE LUTHERAN CHURCH, MARTINSVILLE, IN



Holliday, Lamar

From: INDOT Section 6 PM
Sent: Wednesday, September 27, 2017 9:47 AM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:richard.thacker@comcast.net>]
Sent: Tuesday, September 26, 2017 9:37 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Richard

Last Name:
Thacker

Street Address:
560 Carolyne St

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
richard.thacker@comcast.net

Comments

Please consider the following comment about the proposed construction of Section 6 of I-69.

â Ć The most recent Section 6 maps indicate there will be a noisewall south of present SR 252 and SR 37 intersection starting at approximately where the present Grandview Nursing property is and going south to approximately the Nazarene Church property on the westside of SR 37/I-69. This noise wall is functional and gives relief from car and especially truck noise to the residents of Sunrise subdivision in the City of Martinsville. It is an appropriate action by the highway designers to remedy and attempt to contain the problem of noise generated by the busy highway.

â Ć However, there apparently is no corresponding noise wall planned for the east side of SR 37/I-69 providing the same measure of relief to the residents of the Fewell and Rhodes subdivision, commonly called Grandview Heights. And to compound the adverse result to Fewell and Rhoades residents, having only one wall on the west side of the highway will reflect, or bounce, additional noise to the east and into the homes of several dozen families.

â Ć In the interest of fair treatment to all affected citizens along the path of this interstate highway I urge you to have the appropriate personnel reconsider the need and the placement of a noisewall on the east side of the highway. The wall could be approximately parallel to the wall that is planned for the west side of the highway. It would also be well for them to consider how they and their families would like to have their neighborhood bombarded with the additional truck traffic that an interstate highway will bring 24 hours a day and seven days a week. If a noise wall is appropriate for residents on the west side of the highway then it is also appropriate for those residents on the east side of the highway.

Thank you for giving consideration to my thoughts concerning the proposed construction.

Sincerely,
Richard Thacker

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, September 29, 2017 11:17 AM
To: 'Andrea Findley'
Subject: RE: I-60 Martinsville to Indianapolis

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
 LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
 7847 Waverly Road
 Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org



From: Andrea Findley [mailto:adfindley@gmail.com]
Sent: Thursday, September 28, 2017 8:33 PM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: I-60 Martinsville to Indianapolis

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To Whom it May Concern:

I would like to voice my concerns about I-69. I have been traveling to Indianapolis to work for 30 + years. I enter 37 from Banta Road. Even after I have voiced my concerns about this becoming a round about, you didn't change anything in your plans. This reroute causes me to go completely out of my way by 10-15 minutes to get on what will be the new I-69. As I said before, an overpass or underpass on Banta Road would help those of us who live on the south side of 144 to get to the new I-69.

I hope this concern does not continue to go unnoticed.

Thank you,
Andrea Findley



Virus-free. www.avast.com

Holliday, Lamar

From: INDOT Section 6 PM
Sent: Friday, September 29, 2017 11:18 AM
To: 'Web Form Poster'
Subject: RE: [Section 6 Comment Form]

Hello,

Thank you for your comment on the I-69 Section 6 project. Your comment has been added to the project record and will be addressed in the Final Environmental Impact Statement. To receive information about I-69 Section 6 or view updated maps, please visit www.i69indyevn.org. If you wish to make additional comments, you can do so at section6pm@indot.in.gov. Additional outreach for individual requests may be considered at the discretion of the project team.

Thank you,
LaMar

LaMar Holliday
Public Involvement Specialist
I-69 Project, Section 6
Indiana Department of Transportation
7847 Waverly Road
Martinsville, IN 46151
Office: (317) 881-6408
Email: lholliday@indot.in.gov
Website: www.i69indyevn.org

-----Original Message-----

From: Web Form Poster [<mailto:pc6746@gmail.com>]
Sent: Friday, September 29, 2017 10:45 AM
To: INDOT Section 6 PM <Section6PM@indot.IN.gov>
Subject: [Section 6 Comment Form]

First Name:
Volunteer Fire and Rescue of Harrison Township

Last Name:
Chief Dave Allison

Street Address:
8475 Waverly Road

City:
Martinsville

State:
IN

Zip/Postal:
46151

E-mail:
pc6746@gmail.com

Comments

The Volunteer Fire and Rescue of Harrison Township would like to request an emergency vehicle access gate located at Waverly Road or New Whiteland Road on the west side of the new I-69 interstate. This request is made for life safety and cost-saving reasons.

Our department's emergency response area is all of Harrison Township in Morgan County, with contractually required frequent mutual aid response into Green Township to the south and White River Township of Johnson County to the north.

The reason for this life safety request is due to the additional response time and distance the department will be required to travel to reach the scene of an accident on I-69, as well as other areas not on the highway, where our department is obligated to provide fire, rescue, and EMS coverage.

A few years ago, a great amount of time, money, research, and studies were performed to determine the best location for the construction of the department's new two-million-dollar (\$2,000,000.00) facility. This facility is located four-tenths of a mile west of interstate 37 at 8475 Waverly Road. This new building was strategically constructed at this location to make the department's emergency response times as low as possible for the citizens who live in the township, as well as the motoring public who travel through it.

The department's current investigation and research has shown that not having direct emergency vehicle access to I-69 at Waverly Road or New Whiteland Road through an emergency vehicle access gate would pose a much greater risk of loss of life in a serious incident. Our research shows that at a minimum, on any and all response scenarios, we are adding 3.9 miles to access the scene of an accident on the new I-69. But what is most troubling is that in some scenarios not having emergency access will add 15.2 miles in travel distance. This increase in distance is just in our primary response area. Additionally, the majority of this additional travel time will have to be done on county roads, where a maximum average speed may only be 40 MPH and is greatly affected by the time of day and road conditions. In addition to the increase in drive distance, there is the potential for an accident on I-69 that is blocking travel lanes. That type of accident would only take two or three minutes of stopped traffic to have a significant backup for miles on the highway. This backup would further delay the response of emergency, life-saving apparatus arrival to the scene. Essentially, our research shows a possible delay of up to 30 minutes in some scenarios. An emergency vehicle access gate would help dramatically decrease these delays.

In addition to the life safety issue, there is the additional loss of property that will occur when a delay in response occurs to a fire scene on the highway or in other areas where access is affected by the highway construction.

Another consideration is the Insurance Services Office (ISO) ratings that determine what homeowners pay for insurance, based on road mile travel distances for fire departments. These ISO ratings will increase for our citizens as well as the citizens of mutual aid departments that we assist if an emergency vehicle access gate is not provided. This ISO increase would amount to hundreds of thousands of dollars for the affected citizens every year in additional insurance premium costs.

This emergency vehicle access gate request is not without precedent. There are several similar emergency vehicle access gates on other Indiana limited access interstates, as well as one located in southern Indiana on the new section of Indiana

I-69 where the impact to the requesting department was not near as severe as the impact will be to the Volunteer Fire and Rescue of Harrison Township if this request is not granted.

The Volunteer Fire and Rescue of Harrison Township would like to request a meeting with the INDOT Project Engineer to further discuss the merits of this request, if this access gate request is not granted.

Respectfully

Chief Dave Allison
Volunteer Fire and Rescue of Harrison Township
8475 Waverly Road
Martinsville Indiana 46151
317-831-4404 Office
317-964-8445 Mobil

FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW



COMMENT SHEET

RE: I-69 Section 6: Martinsville to Indianapolis (SR 39 to I-465)
Public Hearing

TO: I-69, Section 6 Project Office
7847 Waverly Road
Martinsville, IN 46151

FROM: Name VOLUNTEER FIRE AND RESCUE OF HARRISON TOWNSHIP
Address 8475 WAVERLY RD (Optional)
Phone (317) 694-8445 (Optional) Email PC6746@GMAIL.COM (Optional)
Organization/Agency (if relevant) CHIEF DAVE ALLSON (Optional)
Date 9/28/2017

COMMENTS: (Note: Comments regarding this meeting are requested by ^{Sept. 29} ~~Sept. 28~~ 2017. Comments can also be submitted via the project website at www.i69indvevn.org)

The Volunteer Fire and Rescue of Harrison Township would like to request an emergency vehicle access gate located at Waverly Road or New Whiteland Road on the west side of the new I-69 interstate. This request is made for life safety and cost-saving reasons.

Our department's emergency response area is all of Harrison Township in Morgan County, with contractually required frequent mutual aid response into Green Township to the south and White River Township of Johnson County to the north.

The reason for this life safety request is due to the additional response time and distance the department will be required to travel to reach the scene of an accident on I-69, as well as other areas not on the highway, where our department is obligated to provide fire, rescue, and EMS coverage.

A few years ago, a great amount of time, money, research, and studies were performed to determine the best location for the construction of the department's new two-million-dollar (\$2,000,000.00) facility. This facility is located four-tenths of a mile west of interstate 37 at 8475 Waverly Road. This new building was strategically constructed at this location to make the department's emergency response times as low as possible for the citizens who live in the township, as well as the motoring public who travel through it.

The department's current investigation and research has shown that not having direct emergency vehicle access to I-69 at Waverly Road or New Whiteland Road through an emergency vehicle access gate would pose a much greater risk of loss of life in a serious incident. Our research shows that at a minimum, on any and all response scenarios, we are adding 3.9 miles to access the scene of an accident on the new I-69. But what is most troubling is that in some scenario not having emergency access will add 15.2 miles in travel distance. This increase in distance is just in our primary response area. Additionally, the majority of this additional travel time will have to be done on county roads, where a maximum average speed may only be 40 MPH and is greatly affected by the time of day and road conditions. In addition to the increase in drive distance, there is the potential for an accident on I-69 that is blocking travel lanes. That type of accident would only take two or three minutes of stopped traffic to have a significant back up for miles on the highway. This backup would further delay the response of emergency, lifesaving apparatus arrival to the scene. Essentially, our research shows a possible delay of up to 30 minutes in some scenarios. An emergency vehicle access gate would help dramatically decrease these delays.

In addition to the life safety issue, there is the additional loss of property that will occur when a delay in response occurs to a fire scene on the highway or in other areas where access is affected by the highway construction.

OVER

Another consideration is the Insurance Services Office (ISO) ratings that determine what homeowners pay for insurance, based on road mile travel distances for fire departments. These ISO ratings will increase for our citizens as well as the citizens of mutual aid departments that we assist if an emergency vehicle access gate is not provided. This ISO increase would amount to hundreds of thousands of dollars for the affected citizens every year in additional insurance premium costs.

This emergency vehicle access gate request is not without precedent. There are several similar emergency vehicle access gates on other Indiana limited access interstates, as well as one located in southern Indiana on the new section of Indiana I-69 where the impact to the requesting department was not near as severe as the impact will be to the Volunteer Fire and Rescue of Harrison Township if this request is not granted.

The Volunteer Fire and Rescue of Harrison Township would like to request a meeting with the INDOT Project Engineer to further discuss the merits of this request, if this access gate request is not granted.

Respectfully



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