APPENDIX B
PARTICIPATING AGENCY MEETING SUMMARIES

Participating Agency Meetings		
Date	**Attendees**	**Subject**
2/15/2012	Participating Agencies	Kick-off Meeting
3/21/2012	Participating Agencies	Discussion of alternatives being carried forward for further consideration
4/18/2012	Participating Agencies	Feedback on Section 5 Draft Purpose & Need and Revised Preliminary Alternatives Analysis and Screening
6/20/2012	Participating Agencies	Project update, feedback from resource agencies and other feedback from communities
7/18/2012	Participating Agencies	Section 5 chapters for review, project progress, preferred alternative discussion
8/15/2012	Participating Agencies	Section 5, chapters for review, project progress, preferred alternative discussion
9/5/2012	Participating Agencies	Section 5 chapters for review, project progress, discussion of Section 5 layout design and contents
9/19/2012	Participating Agencies	Project update, feedback from resource agencies and other feedback from communities
9/26/2012	Participating Agencies	Section 5 Chapters 3, 6, 5.6, 5.12 and 5.21
10/24/2012	Participating Agencies	Informal review of agencies comments incorporated in the Draft Environmental Impact Statement
12/12/2012	Participating Agencies	Discussion of general comments from the Public Hearing and CAC
1/16/2013	Participating Agencies	Discussion of comments from the Resource Agencies and General Public
2/20/2013	Participating Agencies	Discussion of response to public comments, publication of FEIS ROD combined Document
3/20/2013	Participating Agencies	Final Environmental Impact Study Document
5/8/2013	Participating Agencies	Roles and responsibilities in the NEPA process related to Section 6002 and I-69.

Participating Agencies include: Monroe County, Morgan County, City of Bloomington, Town of Ellettsville, City of Mooresville, and City of Martinsville

APPENDIX B
PARTICIPATING AGENCY MEETING SUMMARIES

ATTACHMENT A	**Summary of Participating Meetings**
ATTACHMENT B	**Participating Agency Meeting Minutes**

APPENDIX B
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ATTACHMENT A	Summary of Participating Meetings
ATTACHMENT B	**Participating Agency Meeting Minutes**

SECTION 5 ENVIRONMENTAL STUDIES
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting

February 15, 2012; 3:00 to 5:00 EST (2:00 p.m. CST)
Bloomington Project Office, 3802 Industrial Blvd, Unit 2

I. Introductions:

Steven Walls – INDOT	Jim Peyton – Michael Baker
Justin Smith – Michael Baker	Tami Milburn – Michael Baker
Michelle Allen – FHWA	Sandra Flum – INDOT
Mary Jo Hamman – Michael Baker	Bill Williams – Monroe County
Rick Coppock – Ellettsville	Josh Desmond – Bloomington
Raymond Hess – Bloomington	Larry Smith – Morgan County
Norman Voyles – Morgan County	Dan Swafford – Ellettsville
David Isley – BLA	David Goffinet - BLA

II. Purpose of Meeting: Explain the roles and responsibilities of Participating Agencies in the NEPA process as related to Section 6002 and I-69. Update participants on ongoing activities.

After introductions, David Isley explained the meeting purpose as outlined on the meeting agenda. He emphasized that the communities accepting the invitation to be a Participating Agency would be working with representatives from the Section 5 consultant (Michael Baker), the PMC (BLA), INDOT and FHWA through the completion of the environmental studies in Section 5.

III. What is a Participating Agency Agreement? Bob Tally – FHWA

Bob Tally was unable to attend the meeting due to illness so Michelle Allen spoke on his behalf. She explained that Participating Agencies came about as part of Section 6002 of the SAFETEA-LU Transportation Bill passed in 2005. She noted that the I-69 Tier 2 Studies were initiated in 2004, well before the bill was passed and thus, were not bound by the current legislation. However, with local communities expressing the desire to have a more active role in the environmental studies process, FHWA felt this might be the perfect opportunity to extend Participating Agency status to the local governmental agencies along the Section 5 corridor. She went on to express that consistent communication with the local experts during project development was vital to informing the decision-making process. She noted that choosing to become a part of the Participating Agency process did not indicate endorsement of every decision made, and even acknowledged that it was likely that there would be some disagreement on final decisions.

Michelle also stated the intent of having a Participating Agency is to ensure that there is early and timely input from local experts. The project schedule will not be adjusted to incorporate the Participating Agency contribution so any review opportunities would need to be done expeditiously and input would need to be provided within established timeframes. She closed by noting that FHWA is excited about this new type of arrangement and is looking forward to hearing from the group.

a. Ground Rules
   This group will focus exclusively on issues related to the Section 5 corridor.

b. Roles and Responsibilities
   Sandra Flum spoke to the importance of candor during meeting discussions so that project representatives could glean as much local knowledge as possible to inform decisions. She emphasized that the 15 month schedule to achieve a Record of Decision in Section 5 would pass very quickly and that all participants must be prompt in providing review and input. Deadlines are something she is very stringent with and she will be no different with this group.

   She went on to stress that confidentiality is critical, especially when the group is provided pre-draft copies of documents for review. While the expectation would be that the participating agency representatives would discuss meeting topics with key persons within their agencies, dissemination of pre-draft documents for public use would be prohibited. She closed with some basic housekeeping items which included starting meetings on time; suggesting that document naming conventions may seem odd, but are necessary and noting that comments could be provided as email messages or on official letterhead as email attachments.

IV. **What is NEPA?** Mary Jo Hamman/David Isley

a. Process

David Isley gave a brief tutorial on NEPA. He explained that NEPA stood for the National Environmental Policy Act passed in 1969 and that the environmental documentation process for transportation projects came out of this legislation. The decision was made at the onset of the I-69 Project to utilize a tiered environmental documentation approach due to the magnitude of the project. The Tier 1 Record of Decision was completed in March 2004 and established the approximately 2000' corridor within which the exact alignment for the interstate roadway was to be placed. The corridor was broken into six sections of independent utility for more detailed study during Tier 2. Four of the six sections have culminated with Records of Decision.

b. Schedule/Milestones

David distributed a handout which included a project milestone schedule and a Table of Contents from the Section 4 Final Environmental Impact Statement to guide the group through the project schedule and the various EIS chapters. He explained what the various letters stood for on the schedule. He noted that the project Purpose & Need was the central point of any environmental document that established the goals and objectives to resolve the transportation need. He shared that the Section 5 Purpose & Need was being updated at this time.

The Screening of Alternatives Packet identifies multiple route alternatives and screens out various routes that have obvious issues or flaws. The report provides a quick review on performance of alternatives meeting Purpose & Need, access, costs, etc. A Public Information Meeting will be held in April after the release of the screening packet.

The next major project milestone will be the release of the Draft Environmental Impact Statement (DEIS) in early September that will be accompanied by the formal comment period (likely 60 days) and Public Hearing. The hearing will take place sometime in October. Preparation of responses to comments follows soon after the close of the comment period. The responses along with any other changes that follow as a result of public input will be incorporated into the Final Environmental Impact Statement (FEIS) anticipated to be released in early March 2013. There is a 30-day Notice of Availability associated with the release of the FEIS, during which some comments may be received. While adjustments are sometimes made between the FEIS and Record of Decision (ROD) based on these comments, traditionally this is infrequent. With that the group is encouraged to address concerns early during the development of the DEIS allowing adequate time for informed decisions on an alternative that avoids, minimizes or mitigates for impacts. The ROD will follow in early May.

David emphasized that the general process is similar from one section to another, but that there are very unique differences in Section 5 from the other sections. In

particular, the fact that Section 5 is being developed on existing SR 37 means the maintenance of traffic and phasing and sequencing of construction are far more challenging and critical to the public's ability to maintain accessibility during construction activities. Mary Jo emphasized the importance of thoroughly reviewing planned local road projects as they relate to decisions for the interstate and that coordination with local officials is imperative during project development, design and construction.

c. EIS Chapters
David explained that the expectation targeted from the onset of the Tier 2 Studies was to utilize a consistent format for the environmental documents throughout the environmental studies for each of the six sections. He pointed out a number of chapters that are developed in which local input is critically important and that these would be logical ones for this group to discuss during subsequent meetings.

V. Ongoing Activities: Mary Jo Hamman

Mary Jo Hamman explained the following ongoing activities to the group.

a. Screening of Alternatives
   i. New Minimal-Impact Alternative(s)
   Mary Jo noted that a Screening of Alternatives Packet was published in May 2007 which screened down the number of Section 5 alternatives to two, referred to as Alternatives 4 & 5. She noted that some of those in attendance have seen those alternatives before, but that the new screening packet slated to be released towards the end of March will include an additional "minimal impact" alternative(s). The new alternative(s) involve looking at ways to reuse as much of existing SR 37 as possible. This could mean actually reusing existing road surface, road bed or staying within existing right-of-way wherever possible. At this point everything is still on the table until alternatives are developed and then eventually screened based on Purpose & Need, impacts to the human and natural environment, cost, etc.

   Mary Jo anticipates walking through the screening packet with the participating agency in March giving them the "first shot" at review. A Public Information Meeting will be held in April to inform the public of the alternatives under consideration and to solicit their input. She reminded the group that the alignment is not finalized until the ROD. Michelle Allen emphasized that the final approval granted by the signing of the ROD includes full sign-off by FHWA headquarters in Washington D.C.

b. Expert Land Use Panel
Mary Jo explained that an Expert Land Use Panel consisting of representatives from Monroe County, Bloomington, Ellettsville, Morgan County and Martinsville had been formed and have met three times to date. Their fourth and final meeting

will be held on Thursday, February 16, 2012. Work during previous meetings involved anticipated growth and development for industrial, commercial and residential under the "No Build" alternative. The final meeting involves how various access considerations for the new interstate would influence anticipated growth and development.

Sandra Flum asked that the group be provided a list of the ELUP members at the next Participating Agency meeting.

Larry Smith asked if the ELUP would be making decisions on where interchanges and overpasses would occur. Mary Jo explained that they do not make those decisions, but rather try to anticipate how growth and development would occur under various access (interchanges/overpasses/underpasses) scenarios. She also noted that the ELUP input was very helpful in identifying where planned growth and development from the local perspective might be contrary to some access considerations. That is, early recognition of planned development locations helps inform decisions on access points and connectivity.

Bill Williams asked about the composition of the ELUP and if it included representation from local governments and local developers. Mary Jo indicated that both groups were heavily represented along with other groups such as realtors.

c. Community Advisory Committee
Mary Jo informed the group that the Community Advisory Committee was reforming and would be reconvening in the coming weeks. While final membership was not set, the committee representation would include local schools, EMS, transit, neighborhood groups, and many others. As was done in the past, the group would be asked to meet to receive project information, discuss various local considerations and asked to disseminate important project information. Their input will be used to inform the EIS development.

Mary Jo informed the group that the Section 5 Team was currently staffing the project office 4 days per week (Mon. – Thurs., 9:00 am – 4:00 pm)and that she expected that to be extended to 5 days per week as they got closer to the release of the DEIS. She also noted that project representatives were happy to meet by appointment if a guest was unable to make it to make it within the normal work day. She encouraged the group to share with community members that INDOT and project representatives were available to provide project update presentations to local groups and organizations.

VI. **March Participating Agency Meeting:** Mary Jo Hamman

Mary Jo noted she would like to rotate the Participating Agency meetings at different locations, in each of the represented communities. It was determined that the best venue for the March meeting was at the Section 5 Project Office in Bloomington.

Representatives in attendance at this meeting offered they would help secure locations for meetings when they were to be held in their respective communities.

Steve Walls informed the group that INDOT had formal commitments from Morgan County and Monroe County to join the participating agency group. He also noted that Ellettsville had passed a motion to accept the invitation at their last town council meeting, but had not formalized it in an email or letter to INDOT. No commitments have been received from Bloomington or Martinsville.

Michelle Allen noted the importance of consistent representation at the participating agency meetings. It is understood that there are times that conflicts in schedule might compel someone to send an alternate. There also may be times when an anticipated topic of discussion might lend itself to bringing an additional expert, but that would not likely occur often.

The group indicated the 3 to 5 pm timeframe worked well for everyone and that Wednesday was typically a good day of the week to meet. It was determined that the next meeting of the group would be Wednesday, March 21st at the Project Office in Bloomington.

VII. Additional Questions

- Raymond Hess offered a couple questions to INDOT and FHWA. Why was the decision made to initiate a Participating Agency invitation now? And, why was the schedule for Section 5 accelerated?

    - Sandra Flum answered the acceleration question first by noting that Governor Daniels decided a few years back to accelerate the delivery and construction of I-69 Sections 1, 2 and 3 so as to be completed in the fall of 2012 and, soon thereafter to similarly accelerate Section 4 to be completed by the end of 2014. INDOT made the decision to focus their efforts on achieving both these goals. As design and right-of-way acquisition advanced in the first three sections, INDOT was able to shift some of its focus to accelerating the environmental studies in Section 4. Now that design and right-of-way acquisition in Section 4 has similarly advanced, INDOT will accelerate the completion of environmental studies in Section 5.

    - To the first point, local officials have expressed a level of dissatisfaction with the amount and depth of coordination afforded them from INDOT and the project team during the acceleration of Section 4. In light of this, INDOT and FHWA discussed how best to achieve more robust involvement with the local communities. Their decision was to utilize the Participating Agency approach outlined in the new INDOT Indiana Streamlined EIS Manual. Michelle Allen noted that during the development of the previous environmental documents for this project, a number of individual meetings with affected cities, towns and counties were utilized to coordinate with the local communities.

However, FHWA feels that bringing this group together to discuss various local concerns related to alternative decisions would ensure more consistent information flow both directions.

- Raymond Hess asked how INDOT saw the implementation of Section 5 construction playing out.

    - Sandra noted that the implementation of construction with the phasing and sequencing of construction activities would be determined during the project development process.

- Larry Smith asked who was pressing so hard for Section 5 and 6 to be completed now. Was it FHWA?

    - Sandra indicated it was INDOT that was advancing Sections 5 and 6, not FHWA. She noted that moving project development along is important. Being able to analyze the operation and safety of the existing system with the interstate open to Bloomington will help drive the decisions for sequencing and phasing of construction. Before INDOT can move into construction in Section 5 there must be a ROD. Piece milling projects cannot happen without having a ROD to justify what should be done and how it integrates into the final interstate alignment.

- Larry Smith asked why the end of Section 5 is south of the SR 39 Interchange.

    - Mary Jo noted that establishing the termini south of the interchange didn't mean that the interstate "ends" there, just that the studies would be conducted by a different consultant firm (HNTB) from that point north. All modeling work which informs project development takes into account Section 6 too. For Section 5 the northernmost access consideration is at Liberty Church Road. Sandra noted that no decisions will be made in Section 5 that preclude access options and decisions that will be made in Section 6.

The meeting adjourned at 4:30 pm.

SECTION 5 ENVIRONMENTAL STUDIES
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting

Wednesday March 21, 2012 3:00 (EST)
Bloomington Project Office, 3802 Industrial Blvd., Unit 2

I. Attendance/Introductions

Sam Sarvis - INDOT	Michelle Allen - FHWA
Steve Walls - INDOT	Raymond Hess - City of Bloomington
David Isley - BLA	Adrian Reed - City of Bloomington
Mike Grovak - BLA	Ross Holloway - City of Mooresville
Mary Jo Hamman - Michael Baker Jr., Inc.	Rick Coppock - Town of Ellettsville
Jim Peyton - Michael Baker Jr., Inc.	Norman Voyles - Morgan County
Julie Thurman - Michael Baker Jr., Inc.	Larry Smith - Morgan County
Lisa Manning - Michael Baker Jr., Inc.	Bill Williams - Monroe County

II. Purpose of Meeting – Present the design alternatives to the Participating Agencies in the NEPA process as related to Section 6002 and I-69. Provide the opportunity for comments to be expressed.

David Isley advised that there will be three opportunities to review and provide comment regarding the Screening of Alternatives Packet. In this meeting, the Participating Agencies were presented with a copy of the document. Concerns and comments were encouraged throughout the duration of the meeting. Attendees were asked to review within their agency and provide written comments within the next week. A third opportunity to review and provide comments will be available when the Screening of Alternatives Packet is posted on the website and made available to the public in early April. Sam Sarvis emphasized that confidentiality should be maintained before packet is released to public. He encouraged everyone to ask questions and make suggestions necessary for meaningful input. Michelle Allen advocated that if there were any major issues with what was currently being presented in the documents provided to please express those concerns now rather than later. Mary Jo Hamman then introduced the Purpose and Need and the Preliminary Screening of Alternatives Packet. Jim Peyton distributed the documents and had each participating agency sign for their copy.

III. Project Background - The I-69 Project is approximately 142 miles in length stretching from Evansville to Indianapolis. Michael Baker is presenting section 5 which centers on SR 37 from Rockport to Liberty Church Road. The 2000 feet corridor was defined in the Tier 1 study.

A. Schedule/Timeline

- Expert Land Use Panel
- Community Screening Alternative-1st quarter 2012
- Draft of Environmental Impact Study -3rd quarter 2012
- Final Environmental Impact Study-1st quarter 2013
- Record of Decision-2nd quarter 2013

B. Key Stakeholders Meetings

- Expert Land Use Panel
- Community Advisory Committee
- Participating Agencies
- Other Interested Groups

IV. Proposed Typical Sections

A. Alternatives 4 & 5 - Developed as part of Public Information Meeting from 2005, these alternatives are being advanced for further consideration

- ***Urban Section*** – from south end of project to Kinser Pike
  - 3 lanes each direction with complete pavement reconstruction
  - 12 ft paved inside and outside shoulders
  - 60 ft median, grass
  - Utilizes desirable design criteria
- ***Rural Section*** – from Kinser Pike to north end of project
  - 2 lanes each direction with complete pavement reconstruction
  - 6 ft paved inside and 12 ft paved outside shoulders
  - 84 ft median, grass
  - Where needed there will be use of local access roads and truck climbing lanes

B. Alternatives 6 & 7 - Reuse existing current investment and Utilize as much of existing SR 37 as possible

- ***Urban Section*** – from south end of project to Kinser Pike
  - 3 lanes each direction utilizing as much of existing SR 37 pavement structure as possible
  - 12 ft paved inside and outside shoulders (except at Indiana Railroad Bridge)
  - Closed median with concrete median barriers
  - Median width will vary based on existing conditions
- ***Rural Section*** – from Kinser Pike to north end of project
  - 2 lanes each direction utilizing as much of existing SR 37 pavement structure as possible
  - 4 ft paved inside shoulder / 12 ft paved outside
  - Adjacent access roads separated by median concrete barrier

C. Local Access Roads

- Looking at local city and county officials for guidance on design speeds
- Looking at locals to help identify where crossovers and access would be most beneficial
- Utilizing many existing local roads as part of access system

V. Interchange Types

- Alternatives 4-7 of Section 5 are prepared using Design Year Traffic Data 2035
- Sections 1-4 used Design Year Data of 2030
- Traffic data is currently being updated to 2035
- Table 8 provides a summary of the proposed treatment at each of the cross-roads and the differences in each alternative. Alternatives 1-3 currently aren't under consideration for further development
- Figure 7 shows alternatives 4 & 5 side by side starting at the south end and working their way north

VI. Interchanges

A. That Rd

- No access for any alternative
- Connected to Rockport on east side

B. Rockport - All 4 alternatives provide an overpass at this location

C. Fullerton

- All 4 alternatives provide an interchange for access
- Monroe Hospital is located in the SE quadrant
- County has plans for development of Fullerton
- Each alternative has different interchange types
  - Alternatives 4 & 5 – Folded Diamond Interchange
  - Alternative 6 – Double Fold Interchange
  - Alternative7 – Double Fold Interchange with Fullerton Pike alignment shifted to the south to avoid impact to C&H Mill
- C & H Mill is eligible as a Historic Landscape District in this area. Options being considered will avoid impacts to this area.
  - Alternatives 4 & 5- Shift mainline to the east to minimize Karst impacts
  - Alternatives 6 & 7 - Utilize existing SR 37 facility

D. Tapp Rd

- Alternatives 4 & 6 - Overpass
- Alternatives 5 & 7 – Split Diamond Interchange
  - FHWA guidelines limit the spacing of interchanges – for an urban section, a distance of 1 mile is recommended
  - Distance between SR 45 and Tapp Rd is less than 1 mile
  - To get an interchange to work, it is necessary to utilize a split-diamond configuration with collector-distributor system between the SR 45/2nd St. Interchange

E. SR 45/2nd St .

- Alternative 4 - Tight Diamond Interchange
- Alternative 5 & 7 - Split-Diamond Interchange
  - Utilizing collector-distributor system in conjunction with the Tapp Road
- Alternative 6 - reuses existing interchange configuration

City of Bloomington commented that their preference would be to utilize the split diamond for Tapp/SR 45. A question was also asked regarding if excess right-of-way was created by

utilizing this option, what would happen to it. INDOT stated that typical options would be given to the adjacent property owners to acquire this land.

F. Indiana RR Bridge

- Alternatives 4 & 5 - replace bridge to provide all required design criteria
- Alternatives 6 & 7 - existing bridge to remain in place
  - A Level One Design Exception would be needed for shoulder width to maintain existing bridge until necessary to replace, with an agreement that when the bridge requires replacement, the full shoulder width required would be provided.

G. SR 48/3rd St.

- Alternative 4 - Tight Diamond Interchange
- Alternative 5 - Single Point Interchange
- Alternatives 6 & 7 - reuses existing interchange configuration

Sam Sarvis was interested in the number of lanes and turn lane lengths based on traffic simulation of the preferred alternative. He also wanted to make sure that more detailed information hadn't previously been provided to the public for any of the options and that the same amount of effort was provided for each Alternative.

Trafic simulations and analysis will be addressed in the FEIS.

H. Whitehall Crossing - None of the alternatives include access

- This will be a major issue with the Whitehall Crossing developer; the development supports a couple hundred jobs.
- City of Bloomington prefers to close this location of access
- INDOT would like local input regarding their preference or any ideas to address this issue
- This will be a topic of heavy debate by the locals
- There is no easy solution to provide access
- Baker has been tasked to recommend a sequencing plan for the construction. Whitehall crossing could potentially have the access eliminate at some of the later stages to delay the change in traffic patterns as long as possible.

I. Vernal Pike

- Signalized intersection will be eliminated in all alternatives
- Alternatives 4, 5 & 6 - Vernal Pike will go under I-69
- Alternative 7 - Vernal Pike will go over I-69
  - Interest from City of Bloomington to extend work due to current construction
  - Maintenance of traffic would be a huge benefit to Alternative 7 as it could be completed without much traffic flow detours or interruptions.

J. SR 46 - All alternatives currently utilize the existing interchange in its current configuration.

K. Arlington

- Alternatives 4 & 5 - rebuild bridge with no clearance issues
- Alternatives 6 & 7 - overpass utilizing the existing bridge

- Level One Design Exception for vertical bridge clearance would be necessary
- Current clearance of bridge is 15'-10"
- Proposing to lower the pavement to get the required vertical clearance of 16'-0" per reconstruction criteria with an agreement that when the bridge requires replacement, 16'-6" will be required.

L. Acuff – No cross connectivity proposed in any of the alternatives

- Maple Grove Historic District presence precludes any work in this location
- Possible cul-de-sac on eastside to connect with what developers are planning
- Would like input from the City of Bloomington regarding Tax Increment Financing (TIF) district

M. Mainline Grade between Griffey Creek and Kinser Pike

- Existing grade is 5%
- Maximum grade per design criteria is 4%
- Alternatives 4, 5 & 7 – correct grade to 4%
  - Critical length of grade is exceeded in southbound direction with proposed 4% grade
  - Level Two Design Exception is necessary
  - Existing truck climbing lane in southbound direction would be maintained to mitigate
- Alternative 6 – maintain existing 5% grade
  - Level One Design Exception is necessary for maximum grade
  - Critical length of grade is exceeded in southbound direction
  - Level Two Design Exception is necessary
  - Existing truck climbing lane in southbound direction would be maintained to mitigate

N. Kinser Pike

- Alternative 4 - Rural Diamond Interchange
- Alternative 5 - Overpass
- Alternative 6 – No Access
- Alternative 7 - Overpass

O. Walnut St. - "Gateway to Bloomington"

- Alternative 4 - Overpass with Interchange at Kinser Pike
- Alternative 5 - Interchange with overpass at Kinser Pike
  - Single-point or Urban Diamond Interchange being considered to minimize impacts to the floodplain
- Alternative 6 - Overpass
  - Bloomington does not like this alternative
- Alternative 7 - Reuse Existing Interchange Configuration
  - Need to minimize wetland impact in the floodplain
  - Truss bridge is eligible to be considered historic - it is a "select" bridge
  - Looking to reuse segments of existing local roads to provide access
  - Concerns about increased traffic from county on the local roads

P. Sample Road - Interchanges in all alternatives

- Alternatives 4 & 5 - Rural Diamond Interchange
- Alternative 6 – Folded Urban Interchange to try to minimize impacts to resources

- Alternative 7 –Urban Diamond Interchange to try to minimize impacts to resources

Q. Mainline Shift from Sample to Chambers

- Alternatives 4 & 5 - alignment shifts to the west to align the proposed access road with the existing northbound lanes
- Alternatives 6 & 7 - no shift
    - Concern about impacts to Worms Way

R. Chambers Pike

- Alternatives 4 & 5 - Overpass - Chambers over I-69 shifting crossing a bit to the north
- Alternative 6 - Overpass
- Alternative 7 – No Access

S. Bifurcation

- All 4 alternatives maintain bifurcation and utilize guardrail in northbound direction
- Existing grade in southbound direction is 5%
- Maximum grade per design criteria is 4%
- Alternatives 4, 5 & 7– correct grade to 4% in southbound direction
    - Critical length of grade is exceeded in southbound direction with proposed 4% grade
    - Level Two Design Exception is necessary
    - Truck climbing lane to be added in southbound direction to mitigate
    - Shoulder widths in these alternatives would be upgraded to meet the design criteria
- Alternative 6– maintain existing 5% grade
    - Level One Design Exception is necessary for maximum grade
    - Critical length of grade is exceeded in southbound direction
    - Level Two Design Exception is necessary
    - Truck climbing lane to be added in southbound direction to mitigate
    - Maintain existing shoulder widths in northbound direction to avoid impacts to resources
    - Level One Design Exception is needed for shoulder widths in the northbound direction

T. Bryant's Creek Road

- Alternatives 4, 5, & 6 - No Access; relocate the few property owners
- Alternative 7 - Overpass
- Northern most interchange in Monroe County is at Sample Rd

U. Paragon/Pine and Liberty Church Rd/Godsey

- Alternative 4 - Interchange at Paragon with Overpass at Liberty Church
- Alternative 5 - Overpass at Paragon with Interchange at Liberty Church
    - Preferred Alternative of Morgan County and government entities
- Alternative 6 & 7 - Interchange at Liberty Church with No Connectivity at Paragon

VII. Miscellaneous Comments/Closing

- Martinsville Tax Increment Financing Districts will be changing on east side of SR37 north of Liberty Church Rd.

- Martinsville officials would like INDOT to consider an urban section to the south of Martinsville. Council of Martinsville has voted to annex down to Liberty Church Road.

- There were concerns about jersey barriers. Bloomington said they prefer grass-open median through whole corridor. Sam responded that if Bloomington desires to see something different than what is proposed they should provide any suggestions about what is desirable or undesirable to them. It is not an "all or nothing" deal. There are always choices to work within boundaries. Mary Jo explained that the goal is to minimize impacts and utilize existing recourses.

- Sam Sarvis was concerned about how we are going to relay the information to the public so there is no misinterpretation regarding rural verses urban sections. It is not a one size fits all. BLA noted that this is the first section that hasn't had a homogeneous section the entire length. It is important to communicate changes in cross sections along the road. To introduce each section to the public, we can show a picture of a cross section with lanes and cars. We need to have a format the public can understand.

- City of Bloomington would like to request bicycle/pedestrian accommodations be made at all grade separations.

- Morgan County Bridge #161 typo in document shows Monroe County – this is another "select" bridge.

- Counties are concerned about utilizing local roads as part of the access road system without upgrades to the facilities due to anticipated increases in traffic volumes.

- Agenda for first meeting not provided.

- Agendas for follow-up meetings will be provided.

- Additional written comments from the local officials should be provided by Tuesday, March 27, 2012.

- The next meeting will be held on Wednesday April 18 from 2-5 at the Project office.

- A recurring Participating Agency meeting will be set up for the 3rd Wednesday of every month through December of this year.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting

April 18, 2012 2:00PM (EST)

Bloomington Project Office 3802 Industrial Blvd. Unit 2

I. Attendance/Introductions

Sam Sarvis-INDOT	Michelle Allen-FHWA
Steve Walls-INDOT	Adrian Reid-City of Bloomington
David Isley-BLA	Bill Williams-Monroe County
David Goffinet-BLA	Ross Holloway-City of Martinsville
Mary Jo Hamman-Michael Baker Jr., Inc	Rick Coppock-Town of Ellettsville
Jodie Snyder-Michael baker Jr., Inc	Norman Voyles-Morgan County
Julie Thurman-Michael Baker Jr. Inc	Larry Smith-Morgan County
Jim Peyton-Michael Baker Jr. Inc	Tom Micuda-City of Bloomington
Lisa Manning-Michael Baker Jr., Inc	Raymond Hess- City of Bloomington

II. Purpose of meeting

Mary Jo opened the meeting with a round of introductions and a brief re-cap of the previous Participating Agency Meeting. At that time, the Purpose and Need and Revised Preliminary Alternatives Analysis Screening Reports (RPAASR) were underway. As these reports were developed, Participating Agencies have been invited to provide comment.

Today's meeting includes a brief highlight of presentation topics for upcoming events, including the seventh Community Advisory Committee (CAC) Meeting and the second Public Information Meeting (PIM). This meeting also will include opportunities to discuss feedback from Participating Agencies on the Purpose and Need and RPAASR. Mary Jo noted that while we can discuss the Purpose and Need, the focus of today's meeting will be on the RPAASP.

Mary Jo expressed gratitude for the agencies' comments and noted that as the reports have been developed, the Section 5 Project Team has incorporated general comments into the screening packet. When specific topics were highlighted, the team attempted to incorporate those comments into the document as appropriate at this time. Mary Jo requested that participants ensure comments have been addressed adequately. We can discuss any further updates that may be necessary. Mary Jo distributed a copy of the written comments and reminded the group the RPAASP is the first opportunity to share the latest alternatives with members of the public.

III. Presentation

Mary Jo introduced the presentation. This file will be shared at a number of upcoming meetings, including the PIM next Tuesday. She noted the Section 5 Project Team values the perspective and feedback of the Participating Agencies.

Mary Jo provided an overview of project history up to the current tasks of developing and assessing additional low impact alternatives and continuing evaluation of Alternatives 4 and 5. Alternatives will be evaluated based on environmental and engineering feasibility, costs, and stakeholder input.

Upcoming tasks include determining the preferred alternative, developing the Draft Environmental Impact Statement (EIS), developing the Draft Engineers Report (which will be published alongside the DEIS), and also hosting a public hearing to gather formal comments. Feedback received during the formal comment period will be documented in the Final EIS. The Final EIS is anticipated for release during first quarter 2013, and the ROD is anticipated during second quarter 2013.

Public outreach efforts include hosting the Section 5 Project Office, CAC meetings, a project website, participating agency representation, small group meetings, PIMs, and a public hearing. Mary Jo noted the team would notify Rickie Clark about the PIM on 4/24.

In terms of Purpose and Need, four local needs have been identified, which are straight out of the Tier 1 EIS. As a side note, Victor Pike to SR 39 was the limit in the Tier 1 study. As discussed before, the Section 5 terminus now begins a bit farther south.

Mary Jo highlighted elements feeding the preliminary alignment concepts. All of the alternatives address access concerns. A big consideration for the community is determination of access points. Local access roads are being considered for parallel alignment to SR 37. The Section 5 Team is also evaluating appropriate locations for interchanges and grade separations.

MJ provided an overview of alternative screening. Table 8 shows the history of Alternatives 1, 2, and 3 and how they have morphed into the current alternatives. In the alt screening process, the team focused on reducing right-of-way cost and environmental, community, and traffic impacts. The team continues to incorporate input from local government and community groups and will be reaching out to emergency service providers.

IV. Alternatives Being Carried Forward

Alternatives 4 and 5 were presented in 2007 and include an open median with shoulders and a grass strip. The grass strip includes 60 feet in urban areas and 84 feet in rural areas. The alternatives generally would occur along the existing SR 37 centerline with four potential exceptions. At present, the urban medians range between 50 and 54 feet. Rural medians are at least that dimension but vary widely. The median is defined as inside edge of the travel lanes between northbound and southbound SR 37

Tom noted the team could present this alternative as roughly mimicking the current state of SR 37. Framing the alternative in that manner could give folks the opportunity to compare what they see now with what could happen in the future. Mary Jo will add language to the presentation about expanding outward.

Alternatives 6 and 7 would essentially fill inward. The team is considering the possibility of design exceptions to utilize existing pavement available now. In addition, current grade separations would be a consideration. For example, Kinser Pike southbound and the bifurcation southbound have grades steeper than 5%. These alternatives would allow for consideration of using existing infrastructure, but they could have more of an urban feel by using concrete barriers. In rural areas, some grass median would be present.

For the PIM, cross-sections will be available in the map room, and the team will provide a board to show interchange types, which continue to be evaluated. In addition, the Section 5 Team is publishing errata to the RPAASP to capture a graphical update on the Alternative 6 and 7 cross-sections and a table of contents. .

Mary Jo clarified the actual length of Section 5 from Rockport Road to just south of Indian Creek Bridge is about 21 miles. We are evaluating various lengths of access road. These impacts are preliminary and will be refined as we move forward. We intend to reuse as much of INDOT's ROW as possible. You see a big difference between the amount of ROW needed for Alternative 4 and 5 versus 6 and 7. That same difference is observable for natural and biological resources.

Segments have not been identified for Section 5 as they have been for Section 4. Section 5 will examine the possibility for sequencing. In addition, at the PIM, the team will highlight the

preferred alternative as a combination or hybrid of alternatives. We will encourage folks to consider key elements of 4/5 and 6/7. In general, we will present two concepts between four alternatives:

- Expand to outside or expand to inside of existing SR 37 ROW
- Group aspects of Alternatives 4, 5, 6, and 7 to develop hybrid preferred alternative

The alternatives will be grouped as 4/5 and 6/7 by color for the PIM. In the RPAASR, Alternatives 4 and 5 will be updated in errata. MJ will e-mail a copy to participating agencies and provide paper copies once available.

The Team will also reach out to Monroe and Morgan County Libraries to see if these entities would be interested in displaying map plots or map boards following the PIM. Suggestions were made to also consider displaying the maps at the LPA and the County Commissioner offices. Ross would like a copy of the maps for Council and public display. Mary Jo noted that maps will be preliminary and subject to change. We would actually share those maps from the PIM for use by others (sometime after the 24th). We would have six total for maps and 2 total for typicals. The size will be 36 x 48 inches. We will have additional maps also.

Also have a smaller board that has project location, hours, phone number, etc.

Public officials briefing will occur on meeting of 24th in the project office. Officials are encouraged to attend briefing and meeting. Government sign-up sheet will be available.

We talked about CAC. Consulting 106 parties meeting in May, Chamber of Commerce, mini PIM to Bloomington/Monroe County MPO representatives.

Monroe county Fairgrounds is not on transit line. Service will be provided as requested.

Steve will follow up on transit option to help spread the word.

V. AGENCY REQUESTS

A. Morgan County and Martinsville

- Have preference for Liberty Church as opposed to option at Paragon. Also included request to consider reinstating Pine Blvd intersection and concerns expressed about access road treatments.
- In discussing individual alt pieces, document reflects most current comments (ends on page 67).

- Specific to changes incorporated in alternative screening packet, folks had been asked for input. With respect to issues, many agencies had general concerns about resources all coming next. :
  - Page 40 in alternative screening packet: Continued coordination with EMS, schools, bike/pedestrian movements, Karst, drainage, noise, everything that is coming next.
  - We looked at general themes of letters received.

- Monroe County also prefers design type shown in Alt 6 at Liberty Church. Other interchange types will be considered in operational basis. Site specific concerns will be addressed at a later time.

Martinsville is seeking and the project team is considering ramp spacing between ramp terminals. Should development occur, we do not want to preclude the ability to signalize the intersections.

Lots of folks in community are concerned about what might happen at Burton Road based on what existing facility may need. That road falls within Section 6 bounds.

On the west side, project team does not have approval to go into Legendary Hills Neighborhood.

Other topic in Martinsville was preference at Cooksey Lane. If there is only one grade separation the preference would be at Paragon Rd. Cooksey Lane is one area where we evaluated cost to serve folks at Cooksey. From cost and impact perspective, Cooksey Lane would be difficult to justify. Chambers Pike/Bryants Creek Rd. /Paragon Rd. discussion could be possible in Morgan County. Discussion relates to distance between interchanges.

B. Monroe County:

Chambers Pike, Bryants Creek, or Paragon Rd. – does Monroe County have a preference? The current proposal does not include construction of access roads. By default, we would be looking at relocations with no access at Cooksey Lane.

Bill provided values for resolution on TIF districts.

Bill has concerns about barriers between roads. Are traffic counts available? Bill will provide to Lisa for distribution.

In preparing the document, we made assumptions about traffic and we may need to revisit that approach. If Morgan County has traffic information available, those details would help analysis.

The team does not yet have City of Bloomington information. One caveat while laying out alternatives was that we evaluated a collector/distributor system which was met with dissent all around. Much of SR 37 functions a lot like an interstate, even though it is not. We are not looking at constructing any access roads in urban Bloomington. Those access roads were intended to serve folks who have driveways which enter onto SR 37 today (from Walnut St southward).

We did consider whether to reference in SOA a definitive statement about toll. The response has been that none of the current alternatives include ability to toll? Could elements be retrofitted for toll if possible? Team has not analyzed that concept yet.

Bloomington Township Fire Department coordination will be extremely important because they provide hazmat service. Meeting with Marty Stevens and Bloomington will occur. Similar coordination with schools is underway (including transportation dept).

Specific feedback was provided on interchanges and grade separations.

Concerns were noted regarding increased traffic on county roads. Are we working on data set that everyone agrees with? When we met as ELUP and considered development and growth, is that data being incorporated into master model to help identify how travel may occur on roads?

Coordination on bike/pedestrian multi-use path needs. Alternative Transportation Plan is being reviewed. Accommodations for cross-connectivity at grade separations are possible. For minimal impact, we are looking at refining structures. Are we able to reuse some structures and provide accommodations for bike/pedestrian facilities? For next meeting, we should have that info available. We could have a separate meeting focusing on whether it makes sense to have community focus on improving one area rather than scattering less substantial improvements?

Karst issues, because we are dealing with existing SR 37 that is already built over Karst features, we have challenges in avoiding impacts. Attempts to minimize will be possible, but management practices will be required by Karst Memorandum of Understanding. Avoidance on mainline is not possible. Recent field mapping confirms that GIS layer is reflective of actual conditions. Agreement goes all the way to ops and maintenance. Recommendations will go into engineering report, which goes to design, and then to construction. Baker will ensure details go into engineering report to ensure details are not missed.

Noise concerns are universal and will be addressed in DEIS, in accordance with INDOT noise standards.

Mary Jo will send e-mail regarding contact in Legendary Hills.

Part of scope is to evaluate phasing for traffic. Team is developing a process and conducting more detailed analysis. We will incorporate in EIS as soon as possible.

Low impact lighting comment is being evaluated in concert with Section 106 consultation. At this time, expectation is reasonable that we would be considering interchange lighting. It is too early to discuss lighting of mainline roadway. Will be evaluated in accordance with design manual and will be considered as part of final design.

Last page of letter came from County Planning Department. We had representation about historic landscape and Thomas Brown Elementary School. We will issue effects report next week and will issue further documentation in the middle of May. We have reached out to folks at Reed Parcel to evaluate specific concerns they highlighted. Bill Williams will provide overview to project team to use as supporting documentation.

Comments concerning the Purpose and Need have been addressed. We talked about wildlife movements. Provisions for wildlife crossings will be defined.

Purpose and Need does not necessarily address rationale for why other modes of transportation are not being considered. Tier 1 document will be evaluated.

Light rail within the corridor is not included in the Purpose and Need. Median construction would preclude light rail in the median. Flood properties near existing and Old 37 could be purchased by FEMA. A conservation easement in perpetuity could preclude on one side but not necessarily both. No, we are not precluding transit necessarily. Tom noted that some folks in Bloomington may have a preference to leave open the median for future transit use.

We did talk about possibility to include as part of appendices with screening document. All matters of this group will be documented as part of the DEIS, but it is just a matter of timing.

C. City of Bloomington

If a “gateway” opportunity or Context Sensitive Solution is possible, let’s make it unique to community. It could be at Walnut St. We are happy to discuss and it would be possible to incorporate into some of the hardscape as opposed to multiple season maintenance. We have talked internally as it is a popular photo opp spot but does present some safety concerns.

Adrian brought pictures of possibilities for gateways. FHWA would note what is allowable. INDOT and municipality could partner. An example would be I-69 and I-24 up near Fort Wayne. City purchased Right Of Way. INDOT is willing to partner on matters that have merit and need.

Martinsville also would like a “gateway”. There was some discussion about having a gateway in Section 6. Old bridges can be “gateways” through good preservation efforts. Could we retrofit one for a multi-use path and make a “gateway” out of it. Coordination with Joanne Stumption will occur.

INDOT would partner to the extent of providing basic infrastructure. Anything grand would have to go through city funding. City will initiate through INDOT (Steve Walls). Others can be determined at a later time. Early coordination is the best option to get details integrated.

Potential changes at Wapehani Mountain Bike Park. Minor shift to west would be to avoid Wapehani. As the city is moving forward, please keep us in the loop as much as possible as avoidance and minimization measures are possible.

Additional traffic info will help drive discussion near 17th St roundabout. Tom noted site distance problem will be exacerbated if that road becomes the next Tapp Rd. through community.

Bloomington prefers alternatives 4/5 as typical cross-section rather than alternatives 6/7. Until we see interchange by interchange to see how much disturbance is possible because of alternatives 4/5. At this point, we cannot give a definitive answer. The sooner Bloomington can see the sub-section breakdowns, the sooner they can make a decision.

If we are looking at split diamond interchange between Tapp Rd. and 2nd St. the opportunity to provide for parallel multi-use paths is more difficult to accommodate. At that point, it becomes part of interchange ramp system instead of local access road.

Would developers have access to road? Answer is no. On the east side, a decent off-set and curve to the mainline would be necessary.

Tom noted that if the shoulders were converted to a bicycle facility and the respective community took responsibility for maintenance of bike/pedestrian facility, is that feasible? MJ noted we would not necessarily say no knowing what we know today. Bloomington has two facilities close to both of those intersections that we would like to connect. Sam does not believe that 4(f) would completely restrict. If Bloomington and Wapehani agree and a net benefit occurs, then we could move forward with that type of possibility. We can continue discussion. Traffic volumes will dictate number of lanes.

Some provisions in screening packet would not preclude other interchange types as long as they provide the same functionality.

Both Monroe County and Bloomington noted air quality concerns. What is the potential for non-conformity? Decision makers in Section 5 require attainment vs. non-attainment will be critical for MPO. Flow through has less impact than idle, so air quality may improve. Per Michelle, county is not necessarily reaching levels of non-attainment.

Jim noted some of the resource measures are determined within the state (IDEM). Sam noted it is a community goal. People and resources are available to assist. Tom noted someone on TAC could provide independent assurance.

Mary Jo will reach out before resource agency meeting on air quality.

D. Ellettsville

Ellettsville noted that no comments were provided regarding the Preliminary Screening and Analysis Packet because there were no direct impacts.

VI. Closing

The next steps will include having traffic information available and will try to package so data is beneficial to everyone.

Michelle will not be available in person next time.

Per Sam, if you know of groups in community that would benefit, please put them on our radar.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
Wednesday June 20, 2012
2:00-4:00 PM (EST)
Bloomington Project Office

I. Attendance/Introductions

Steve Walls – INDOT	Lisa Manning – Michael Baker Jr., Inc.
Sandra Flum – INDOT	Michelle Allen – FHWA
Tim Miller – BLA	Ross Holloway – City of Martinsville
David Goffinet – BLA	Rick Coppock – Town of Ellettsville
Mary Jo Hamman – Michael Baker Jr., Inc.	Bill Williams – Monroe County
Jim Peyton – Michael Baker Jr., Inc.	Adrian Reed – City of Bloomington
Julie Thurman –Michael Baker Jr., Inc.	Josh Desmond – City of Bloomington

II. Purpose of Meeting

Review of the feedback received from Participating Agencies, Resource Agencies and the General Public on the Purpose & Need and the Revised Preliminary Alternatives Analysis and Screening Packet. Inform attendees about anticipated Section 5 DEIS Chapters for review. Update participants on ongoing activities.

Mary Jo reminded that May's Participating Agency meeting had been deferred. She informed that we are moving into the Preferred Alternative and DEIS and need more input from participants in developing the Preferred Alternative. Today's meeting will provide the opportunity to view what may be in the DEIS. Mary Jo then informed that a second July meeting may be needed. Sandra advised that we will share a schedule for the release of chapters. Mary Jo explained that today's meeting would need to be condensed due to participants other commitments. After review of agency and public comments there are a few changes from what was in the Preliminary Screening of Alternatives Packet.

III. Changes since last Meeting

- The need for a 3rd lane has been extended further north than originally anticipated. Previously the 3rd lane was expected to stop around Kinser Pike or Walnut St. Since the last meeting preliminary state traffic data was reviewed and determined that a 3rd lane would be needed up to Sample Rd.
- North of Griffey Cemetery to south of Hoosier Energy the mainline shifts to the west. The existing northbound SR 37 lanes become the eastside access road. The existing southbound SR 37 lanes become new I-69 northbound lanes. New I-69 southbound lanes will be constructed with a 60 foot median. Wayport Kennels is the only business that will need to be relocated. Oliver Winery, Parker Pools and Worm's Way have no impacts in the new Preferred Alternative. The shift is back on mainline around Hoosier Energy headquarters.
- A narrower median (36 feet instead of 60 feet) will be between the access road and northbound lanes to minimize impacts to Poynter Sheet Metals and Hoosier Energy headquarters.

IV. Walnut Street

Concerns have been expressed about construction in Bean Blossom Valley and around Liberty Church Rd. due to flooding. Initially we had thought about tying into Bottom Rd. but now have plans for a cul-de-sac due to flooding. Bill Williams informed the county has no development plans on the eastside due to flooding and just needs to maintain access to the sewage facility. The normal approach for an interchange is to provide access in all directions. The proposed plan for Walnut St. is to maintain the existing configuration.

V. Wapehani Mountain Bike Park

Alternatives 4 & 5 suggest an overpass at Tapp Rd while Alternatives 6 & 7 provide a split diamond interchange between Tapp Rd. and 2nd St. Wapehani Mountain Bike Park is a 4f Resource and to avoid any impacts there would be a 55 foot mainline shift to the west. The drawback to this is total pavement reconstruction and bridge replacement along with many impacts to nearby neighborhoods. All are very costly. Michelle requested that the city consider a "de minimus impact" negotiation. Adrian stated that Bloomington had plans to drain the lake due to failing dams and doesn't believe there are plans to refill the lake. INDOT would ask Bloomington to consider the possibility of obtaining a small strip of land from the park. There is an opportunity for mitigation but cannot alter

the function of the facility and must have complete support and agreement form the owner.

VI. Fullerton Pike/Rockport Road

As part of Section 106 studies we looked at the dimension limestone properties. The study area was only the area of potential effects. Coordination with SHPO identified North Clear Creek Historic Landscape District as being considered for the National Register. Alternatives 4 & 5 included a shift to the east to accommodate activity in Section 4 and a shift to the north for Fullerton Pike. Section 4 plans have changed so now there is heavy consideration to stay on existing alignment on the east to prevent encroachment into the historic district. Recommendation from the Project Team is to stop prior to the Rockport Rd. /Fullerton Pike intersection as shown in Alternative 6 with the least impacts to resources. The county has plans to connect where the I-69 project stops. Sight distance and topography makes this intersection dangerous. Sandra asked if a roundabout would make sense. The county has plans for a signalized intersection due to topography. Bill and the Project Team will get together to discuss details and some sort of timeline.

VII. Vernal Pike

All alternatives connect Vernal Pike and 17th St. The Town of Ellettsville had voiced access concerns regarding businesses and would like some type of access because of SR 46. FHWA guidance suggests 1 mile between interchanges and the interchange at SR 46 does not allow for enough distance. Clearance issues at the railroad prevent movement from local businesses to the south. Michael Baker Jr., Inc. is leaning toward an overpass at this intersection to avoid Lemon Lane Superfund Site. Bloomington is requesting that INDOT reconstruct 17th St. to the cities roundabout project due to the sight distance from the deficient vertical curve. The City of Bloomington will provide Baker with a copy of the Environmental Document for the roundabout project at 17th St. and Arlington as soon as possible.

VIII. Morgan County

The northern most interchange in Monroe County is Sample Rd. It is approximately 8 ½ miles between the interchanges at Sample Rd. and Liberty Church Rd. The alternatives have considered an overpass at Chambers Pike, Paragon/Pine Rd and Bryant's Creek. It has been discussed that there would be at least one, possibly two but not three grade separations. Bryant's Creek has three locations where it fjords the creek. The state forest prefers no grade separation at Paragon Rd. with approval from Morgan County. We are leaning toward a grade separation at Chambers Pike. Old SR 37 would be used

as the access road on the east side and Turkey Track Rd. would be pieced together to serve as the access road on the west side to get to the interchange at Liberty Church Rd. and continue to Legendary Hills Subdivision. Morgan County is adamant abut an interchange at Liberty Church Rd. due to annexation and development plans. EPA is concerned about development in a flood plain on the west side of the interchange. Morgan County will submit written comments/concerns now to be incorporated in the Draft Environmental Impact Statement.

IX. Ongoing Activities

A Community Advisory Committee meeting is anticipated in late July and another one before the Public Hearing. Surveys are going out to churches and businesses. Meetings will be set up with Emergency Medical Services and schools throughout the entire corridor. The project is looking to reuse as much of existing SR 37 pavements as possible. Last week the Baker Team was out digging “shovel test probes” for their Archaeological Survey.

X. Draft Environmental Impact Statement

The Baker Team anticipates chapters in the DEIS to be available soon. Sections of Chapter 3 to be available mention the preferred alternative and should be ready for viewing very soon. Chapter 4, affected environment, looks at existing conditions that were observed and there now. Chapter 5, environmental consequences, has 27 sub-chapters and discusses all the alternatives along with the preferred alternative and the impacts of each. Chapter 6 is a comparison of alternatives with breakdowns of impacts and resources.

XI. Closing

The next Participating Agency Meeting is July 18th. Please check calendars for a date for a possible second meeting near the end of July. There are 2 issues to look at before the next scheduled meeting, Rockport Rd. /Fullerton Pike and Wapehani Mountain Bike Park.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
July 18, 2012 2:00-5:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Steve Walls - INDOT	Tim Miller - Bernardin, Lochmueller & Associates
Michelle Allen - FHWA	Adrian Reed – City of Bloomington
Mary Jo Hamman – Michael Baker Jr., Inc.	Rick Coppock – Town of Ellettsville
Julie Thurman – Michael baker Jr., Inc.	Josh Desmond – City of Bloomington
Phil Jufko – Michael Baker Jr., Inc.	Bill Williams – Monroe County
Lisa Manning – Michael Baker Jr., Inc.	Ross Holloway – City of Martinsville

II. Purpose of Meeting

Mary Jo opened the meeting with a round of introductions and informed that she would like to share a few things. She reported that the Project Team has been working diligently on the documentation for the Draft Environmental Impact Statement. She explained that everyone would receive a list of chapters included in the DEIS to determine if they would be interested in reviewing a copy to provide comments. Mary Jo added that anyone interested should get back with her by next week with their request for specific chapters. There is a possibility that a meeting in early August may be needed to discuss Chapter 3.

III. Public Outreach Meetings

Julie gave a brief synopsis of Public meetings that have occurred over the last couple weeks. It was also noted that two meetings are scheduled for Thursday one with Bloomington Parks and Recreation Department to discuss Wapehani Mountain Bike Park and another meeting with Sturgis Wrecker Service. Alternatives 5 & 7 included a shift from the mainline to the west to avoid the 4f Resource. In June it was decided to

address recent provisions that provide opportunity for net benefit. The existing Right of Way is being staked today to have an idea of potential Right of Way. Options can continue to be explored after Thursday's meeting if all parties consent.

A. Poynter Sheet Metal

Poynter Sheet Metal is located on the eastside of SR 37 near Chambers Pike. Poynter Sheet Metal voiced concerns regarding being inconvenienced accessing local roads. They also informed that they had future plans for expansion. It was expressed that I-69 plans would try to avoid impacts to their parking and driveway grade-level.

B. IU Health

Julie and Steve met with hospital representatives to discuss their concerns. Their main concerns were access to facilities and construction sequencing. IU Health was very pleased about the split-diamond interchange between Tapp Rd. and 2nd St. /SR 45. The hospital would like to work with the state, city and county to allow EMS vehicles the ability to change traffic lights for safer and faster travel. IU Health also wrote a letter continuing to support the I-69 Project and has no problem speaking out publicly.

C. Vernal Pike Business Owners

Representatives from INDOT, Michael Baker Jr., Inc., City of Bloomington, Monroe County and Vernal Pike business owners were all present. Business owners voiced concerns regarding maintenance of traffic during construction of the overpass. Suggestions were made about connecting Packing House Rd. and SR 46 as another means of access. Bill requested that the Project Team look at possible right-in and right-out access. Information was shared regarding FHWA's requirements for interchange spacing in urban areas and fully directional access of all interchanges on interstate facilities. Baker will explore/document the decision regarding this request in the DEIS.

D. Indiana Door and Hardware Specialties

The meeting was requested after Mr. Baker attended the Vernal Pike business owners meeting. His concerns pertained to access and the stretch of roadway between Crescent and 17th St. He was assured that the City of Bloomington, INDOT and Michael Baker Jr., Inc. are working in coordination creating a plan and construction limits. Mr. Baker leases a portion of his building and is concerned that access could become an issue for those renting space.

E. Bloomington Bicycle Club

The bicycle club would like to have a stand-alone pedestrian/bicycle bridge crossing. It was suggested that they get a letter of intent between the City and the County to connect on both sides. I-69 Project plans have the potential for a bridge crossing. Steve reminded that INDOT is not against any option but wants commitment form City and County. He included that the bridge doesn't have to be part of the I-69 Project. It can be a coordination between INDOT, City of Bloomington, Monroe County and Bloomington Bicycle Club.

F. Melissa Schiff

Justin met with Melissa Schiff regarding concerns about access to her accounting firm on Old SR 37.

IV. Draft Environmental Impact Statement Chapters

Mary Jo provided the participants with a list of DEIS chapters with titles and explained that all I-69 Sections DEIS chapters have the same format. The expectation is to have Chapter 3 out within the next 10 days. In order to be respectful of their time Mary Jo explained that Chapters 3 & 6 will be provided but any other chapters of interest would need to be requested. The timeline for review will most likely only be a couple days. The group was informed that some comments may need to be addressed between the DEIS and the FEIS. If there are any questions or concerns why something is written and how the results were formed please ask. Technical personnel can be brought in to help explain and educate about how results were arrived. Steve reminded that Participating Agencies know their community and if anyone anticipates questions contact Mary Jo so she can coordinate meetings with the appropriate technical advisors.

- Chapter 1 – Background
- Chapter 2 – Purpose and Need
- Chapter 3 – Alternatives including the Preferred Alternative
- Chapter 4 – Affected Environment
- Chapter 5 – Environmental Consequences
  - 27 sub-sections
  - Shows resource impacts for corridor
- Chapter 6 – Comparison of Alternatives
- Chapter 7 – Mitigation and Commitments
- Chapter 8 – Section 4F
- Chapter 9 – List of Preparers
- Chapter 10 – Distribution of EIS
- Chapter 11 – Comments, Coordination and Public Involvement
- Chapter 12 – References
- Chapter 13 – Glossary, Acronyms and Index

V. Ongoing Activities

A Community Advisory Committee meeting is expected in August.

There were nearly 750 Business, Church and EMS surveys within the area of potential effects sent out.

Phone interviews are being coordinated with the schools and EMS over the next couple of weeks with opportunity to schedule individual meetings if requested.

The Project Team is conducting an assessment of SR 37 pavement. The assessment includes the useful life of the pavement and the costs associated with it. The Draft Environmental Impact Statement will show as replacing all pavement but we think that we will be able to reuse some of the pavement.

VI. Preferred Alternative 8

The Preferred Alternative 8 is still in the planning process. Final design will determine final Right of Way and impacts. Tim reiterated that this is a planning level study, not a legal description of Right of Way. It is information available on the GIS website. The current approach to show impacts is conservative but realistic. We are cautious to identify total takes until after disclosed In the DEIS and FEIS. It is anticipated that the final numbers will decrease due to changes during design phase.

A. That Road

That Rd. on the west is planned to be a cul-de-sac. Section 5 is responsible for construction but Section 4 was accountable for the impacts. INDOT is upgrading west and south of Rockport Rd. Monroe County is responsible for Rockport Rd. on the east and north.

B. Fullerton Pike

The Preferred Alternative includes a double folded diamond interchange.

C. Tapp Road and 2nd Street/SR 45

Alternative 8 utilizes a split diamond interchange continuing to show a shift to the west to avoid Wapehani Mountain Bike Park.

- Alternative 7 was slightly modified since the Revised Preliminary Alternative Analysis and Screening Packet was released in April. The modification includes encroaching Wapehani Mountain Bike Park to allow as changed in the refined preferred.

The shift will force reconstruction of the interchange at 2nd St. and require the bridge to be replaced. If the shift is avoidable the bridge will not need to be replaced. Traffic models are being updated now and it is possible that the bridge may need to be widened.

Hickory Hills Trailer Park will utilize a cul-de-sac with access on Maple Leaf Dr.

I-69 will be back on existing alignment just before the Indiana Railroad Bridge. A Level 1 Design Exception will be pursued to allow the 10 foot inside shoulder instead of the normal 12 foot shoulder requirements.

D. 3rd Street

The preliminary traffic model numbers allows for 3rd St. to basically stay the same. After the new traffic model numbers are available 3rd St. can be readdressed if needed.

E. CSX Railroad Bridge
Alternative 8 plans are to reuse and widen the CSX Railroad Bridge.

F. Vernal Pike
The overpass planned for Vernal Pike will allow construction without much impact to Vernal Pike's current businesses. It will also allow access to Crescent Rd. and 17th St. Upgrades to Industrial Dr. and Packing House Rd. are currently being evaluated.

G. SR 46
The current SR 46 interchange is adequate to accommodate the I-69 Project.

H. Arlington Road Bridge
The preferred plan is to maintain the existing bridge at Arlington Rd. It would require lowering pavement to meet the 16 foot clearance required for existing bridges.

I. Kinser Pike
An overpass at Kinser Pike is preferred with some road reconstruction and improvements to the bridge to allow Bottom Road an alternate access across.

J. Walnut Street
Alternative 5 footprints with the full interchange but including the partial interchange are preferred. Resource and Right of Way impacts for a full interchange are being accounted for but the belief is that traffic data will allow the partial interchange.

K. Sample Road
Sample Rd interchange includes a folded loop in the southbound entrance due to topography in the southwest quadrant and also allows immediate accessibility to the access road for the public.

L. Modifications from the Screening of Alternatives
The preferred alternative anticipates 3 lanes up to Sample Rd. then transitions to rural typical section. There is a shift to the west approximately at Griffey Cemetery in the mainline alignment to allow the eastside access road to utilize the existing SR 37 northbound lanes. Sample Rd/Simpson Chapel Rd. network will be used as an access road on the west side. I-69 will be back on existing alignment around Hoosier Energy substation. North from the Arlington Rd. Bridge will be the transition from concrete median barriers to guardrails.

M. Chambers Pike
There is a proposed overpass at Chambers Pike.

N. Bryants Creek Road
Current plans are to cul-de-sac Bryants Creek Rd. because the road fjords the creek in 3 places and it also connects to Old SR 37 for access.

O. Cooksey Lane

Residents on Cooksey Ln. will be relocated. It is difficult to justify constructing an access road to accommodate the few residents. Cooksey Ln. is at the county line which allows for communication and coordination between the counties if residents do not want to be bought out.

P. Paragon Road/Pine Drive

The preferred Alternative includes a cul-de-sac for Paragon Rd. Turkey Track Rd. will be pieced together for the access road on the west. East side access pieces Old SR 37 together.

Q. Liberty Church Road

A confined diamond interchange is configured even though the Resource Agency has voiced concerns regarding the flooding. The town of Martinsville will be providing a letter of approval. Access roads will be continuing up to Legendary Hills subdivision on the west. Section 5 stops just south of Indian Creek.

VII. Closing

Mary Jo reported that she wanted to make everyone aware of modifications and changes since the Revised Preliminary Alternative Analysis and Screening Packet was released in April. The modifications and changes include modifying Alternative 7 to encroach on Wapehani Mountain Bike Park, the three lanes up to Sample Rd. and the mainline alignment shift to the west north of Griffey Cemetery. There was a discussion regarding scheduling a second meeting in August to go over specifics from Chapter 3. It was determined to proceed with the already scheduled meeting August 15th with the possibility of scheduling a second meeting if needed to cover Chapter 3. It is possible the meeting could be a webcast if convenient. There was talk regarding a Section 5 presentation at the Bloomington MPO meeting. Legally Section 5 cannot present until after the Public Hearing. The MPO Conference will be hosted in Bloomington Oct. 16th thru Oct. 18th.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
August 15, 2012 2:00-5:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Steve Walls - INDOT	Rob Dabadie – Michael baker Jr., Inc. (via phone)
Eric Swickard - Bernardin, Lochmueller & Associates	Michelle Allen - FHWA
Mary Jo Hamman – Michael Baker Jr., Inc.	Adrian Reid – City of Bloomington
Phil Jufko - Michael Baker Jr., Inc.	Rick Coppock – Town of Ellettsville
Lisa Manning – Michael Baker Jr., Inc.	Josh Desmond – City of Bloomington
Julie Thurman – Michael Baker Jr., Inc. (via phone)	Bill Williams – Monroe County
Andy Kutcha – Michael Baker Jr., Inc. – (via phone)	Ross Holloway – City of Martinsville
Dan Szekeres – Michael baker Jr., Inc. (via phone)	

II. Purpose of Meeting

Mary Jo opened the meeting with a round of introductions. She noted that a draft Chapter 4 from the Draft Environmental Impact Statement and a portion of the draft Chapter 5 would be available today to review but is not yet ready to be distributed for use outside the office. Any questions regarding the Preferred Alternative will be addressed. Recent and upcoming events will be discussed. We will also look at an interim meeting the end of August or beginning of September. Mary Jo reminded participants that the option to review any chapters other than Chapters 3 & 6 is still available if requested.

III. Public Outreach Meetings

The Section 5 Project Team is meeting with Martinsville School District Transportation Department tomorrow (August 16th) to discuss impacts and options. An additional meeting is scheduled tomorrow with John Langley, Deputy Director of The City of Bloomington Utilities Department, to discuss their Waste Water Treatment Facility. A coordination meeting with community utilities is scheduled for August 27th and 28th. A meeting with the Crescent Bend Neighborhood Association has been arranged for

August 29th. Another Community Advisory Committee meeting will be scheduled in the near future to share project developments.

A brief synopsis of recent outreach meetings was discussed.

A. Wapehani Mountain Bike Park

A meeting was held at the Wapehani Mountain Bike Park site with key stakeholders to discuss potential impacts to the park as a result of the I-69 Section 5 Project and to investigate all reasonable alternatives when determining the final alignment in Section 5. Bernardin, Lochmueller & Associates had surveyors' stake property boundaries.
To date, there has been no response from the City of Bloomington but Mary Jo will follow up to determine if any further consideration for the use of a portion of the park.

B. Sturgis Wrecking

Steve Walls, Julie Thurman and Phil Jufko met with Bob Sturgis from Sturgis Wrecking to discuss options regarding various alternatives and their potential impacts. Mr. Sturgis is on vacation and will follow up after his return.

C. Monroe County Community School Corporation

Steve Walls, Julie Thurman and Phil Jufko met with Monroe County Community School Corporation Transportation Department to examine how the alternatives may impact access for their students. Alternate routes with the potential for local access road improvements were discussed. Continued coordination with the schools transportation department will be ongoing to facilitate communication regarding sequencing and timelines for students' transportation needs and safety.

D. Bloomington Meadows Hospital

Bloomington Meadows is a mental health hospital that provides care for adults, children and adolescence. They have voiced concerns regarding the elimination of the direct access to SR 37 they enjoy today. EMS and other officials often provide transportation to the hospital, but they are concerned that individuals in crisis might not be able to find their facility. Access options were discussed, they are not elated with not having direct access but they do understand the changes in access required for an interstate facility.

E. Emergency Medical Service and Fire

The meeting consisted of a south to north overview of the I-69 Project. Participants were encouraged to bring current and projected response times for each alternative. Some response times have been received while others have yet to provide the information to us. An overpass at Vernal Pike is supported but it was requested that Crescent Rd. remains open to Vernal Pike.

F. Scholars Inn Bakehouse

Scholars Inn Bakehouse was concerned about access and project impacts. All four alternatives were presented for viewing with Alternatives 6 & 7 having the least impact to their facilities. They reported that they would like to stay at the same location because of the type of business and special equipment. The Project Team assured them that they would do their best to keep them informed and try to accommodate their needs, but would not know full potential impacts until the Preferred Alternative is chosen and released.

IV. Chapter Review

Mary Jo noted that Section 5's Draft Environmental Impact Statement chapters are modeled after those of the previous Sections. Chapter 5 addresses impacts to various resources throughout the corridor and is broken into subsections to address each resource individually. Chapter 4 focuses on Affected Environment.

A. Chapter 5.9 Air Quality

1. Conformity Requirements

   Chapter 5.9 is an overview concerning air. The Clean Air Act (CAA) requires the United States Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) for six principal pollutants---Particulate Matter (PM); sulfur dioxide (SO_2), CO, ozone, oxides of nitrogen (NO_2), and lead.

   Morgan and Monroe counties are both in attainment for CO and further analysis is not required, although a worst case CO "hot spot" was performed for information purpose to demonstrate there are no local air quality impacts associated with CO under National Environmental Policy Act (NEPA) for Morgan or Monroe counties.

   Bloomington/Monroe County MPO has concerns about I-69 affecting their current attainment status. It was reported that the requirement for the analysis is to determine attainment or nonattainment. Determination is decided if guidance has examples with thresholds and traffic needs but is at the discretion of the agency group. The City of Bloomington is welcome to perform an individual analysis.

   Morgan County falls under the jurisdiction of the Indianapolis MPO and has been designated a maintenance area for nonattainment for the annual $PM_{2.5}$ standard. A regional-level conformity analysis must be performed for compliance under the PM standards. The Indianapolis MPO will take the lead on the conformity analysis for Morgan County. An Interagency Consultation Group will be established to evaluate if a formal qualitative analysis is needed. If needed, it can be done between the Draft Environmental Impact Statement and the Final Environmental Impact Statement exclusively for the Preferred Alternative. Morgan County has requested to be included in the conformity coordination with Indianapolis MPO.

   The Interagency Consultation Group consists of MPO, FHWA, USEPA, IDEM, Local Government and any agencies with a stake in the project. Ross Holloway informed that the Indianapolis MPO only incorporates a small northern portion of Morgan County. Martinsville is not part of any MPO and does not want the Indianapolis MPO speaking for them. Michelle Allen advises that FHWA initiates the process and usually members are the ones that are mentioned. She doesn't think others can be added. Michael Baker Jr., Inc. will look into interagency guidelines.

   Once studies have been completed Martinsville would like to be included with Indianapolis MPO discussions. They would like to establish a relationship before moving forward into Section 6.

2. Mobile Source Air Toxins (MSAT)

FHWA issued an interim guidance on addressing MSATs in National Environmental Policy Act (NEPA) documents. It is too early in the process for more than a qualitative discussion about what pollutants and concentrations could cause concern. Although new regulations do not go into effect until December 2012 and there have only been 3 done in the country, a quantitative analysis will be performed if discussion warrants. A list of MSAT pollutants from vehicle emissions is located in Table 5.9-1 in Chapter 5.

B. Chapter 5.13 Historic Resource Impacts

Mary Jo explained that the Project Team had been heavily involved with Cultural Resources that fell within the threshold of considered historic properties. If a property was found eligible for inclusion on the National Register of Historic Places (NRHP), it was considered as if it was on the Register. A complete list of historic properties can be found in Table 5.13-1.

There are 4 historic bridges determined within the Area of Potential effects.

- Monroe County Bridge #83 is in the Section 4 & 5 transition area with no impacts associated with Section 5.
- Monroe County Bridge #913 will be reused as it is today.
- Morgan County Bridge #161 crosses Little Indian Creek with no adverse effects from Section 5.
- Morgan County Bridge #224 overlaps with Section 6.

There are 3 eligible historic landscape districts and 1 currently listed historic landscape district within the Area of Potential Effects.

- Maple Grove Road Rural Historic Landscape District currently listed in the NRHP is located west of SR 37 between Arlington Rd. and Kinser Pike. There are no impacts from the project.
- North Clear Creek Historic Landscape District (NCCHLD) between Rockport Rd. and Fullerton Pike was identified within the area of potential effects early in 2012. Alternatives 4 & 5 were created before historic identification and would have impacts if considered viable to move forward. Alternative 6 reconstructs Fullerton Pike on alignment and will spill over into NCCHLD when filling in the valleys. In agreement with SHPO, there are no impacts to contributing features, therefore, no adverse effects. Rockport Rd. is a contributing feature portraying transportation history. Alternative 7 avoided everything north of Fullerton Pike but Alternative 7 is not incorporated in the Preferred Alternative because of impacts from residential relocation. Coordination with Monroe County and the State of Indiana to determine who claims impacts is ongoing.
- Hunter Valley Historic Landscape District is located west of SR 37 off of SR 46 and includes Bennett's Dump.
- Reed Historic Landscape District east of Prow Rd.

There are 3 other properties included as historic resources.

- Stipp-Bender Farmstead
- Daniel Stout House
- Maurice Head House

C. Chapter 5.14 Archaeology Impacts

Michael Baker Jr., Inc. employees have been in the field last month looking for archaeology artifacts within the Area of Potential Effects. Wapehani Mountain Bike Park is the only area left to survey. The Archaeology Report will not be included in the Draft Environmental Impact Statement. There are a few areas recommended for additional testing between the DEIS and FEIS but are not expected to effect the selection of a preferred alternative.

D. Chapter 4.1 Introduction

The purpose of the Affected Environment Chapter is to give a general overview of the existing social, economic**,** and natural characteristics of the Section 5 I-69 Study Area.

E. Chapter 4.2 Human Environment (Community Impact Assessment)

The Human Environment section summarizes the trends and status of the social and demographic characteristics for Monroe and Morgan Counties. The data used to provide a demographic profile was derived for the 2010 Census and includes community history, population trends, age, race, ethnicity and households. Table 4.2-12 displays various neighborhoods throughout the Section 5 Corridor. Section 4.2.2 focuses on Physical Characteristics for existing land use. Table 4.2-13 is a summary of Existing Land Use within the Section 5 Corridor developed in coordination with the Expert Land Use Panel. Bill Williams noted that The Monroe County Comprehensive Land Use Plan has been adopted. Section 4.2.2.3 shows Travel Patterns and Access Ability. When converting SR37 to an interstate, there are access changes for both neighborhoods and businesses. Due to Martinsville's Annexation, Table 4.2.16 needs to merge Washington Township and Martinsville EMS. Section 4.2.4 focuses on Economic Characteristics including top employers throughout Morgan and Monroe Counties. Tourism is in Section 4.2.4.5. Mary Jo asked that all participants look through the tourism section to determine if any events need to be included or omitted. It was stressed that events are important in planning during design and construction phases of the I-69 Project. The City of Bloomington said that The Arts Fair on the Square and Taste of Bloomington could be combined. Martinsville's Fall Foliage Festival and Ellettsville Fall Festival will be added for the DEIS.

F. Maps

Mary Jo informed that if any maps were too big they were included in the back of the chapter. The maps were then reviewed to ensure they were up to date.

Figure 4.2-1 Page 1 will be amended to include Broadview Housing Edition. Muller Park Apartments needs to be included on Figure 4.2-1 Page 2.

Bloomington informed that the Bloomington MPO is re-evaluating the Urbanized Area Boundary (UAB) and the Metropolitan Planning Area (MPA). Voting is anticipated to take place in September 2012. Mary Jo explained that the DEIS will be published with the boundaries as they are now and can be updated in the FEIS if necessary. Indiana Code prescribes that the speed limits on interstates within Urban Boundaries be posted 55 MPH. The design for the entire facility will be 70 MPH. It will be posted at 55 MPH within the UAB and 70 MPH outside the UAB.

It was noted that Indiana University has significant land near SR 46. It was also noted that changes to some maps would need to be made after new IU boundaries are identified. Michael Baker Jr., Inc. will contact Lynn Coyne for new land boundaries.

Maple Grove Water District has been dissolved. Those areas previously served by that entity now fall under the City of Ellettsville Utilities.

The Section 5 Project Team was informed that Oliver Winery has a private sewer line that is constructed crossing beneath SR 37.

G. Chapter 4.3 Natural Environment

There was a quick walk through of Chapter 4.3 including Geology, Water Resources and Ecosystems. Impacts introduced will need to have permits and possible mitigation. BLA is responsible for Bat Studies. Table 4.3-1 is a summary of managed lands in the Section 5 Corridor.

H. Chapter 4.4 Cultural Resources

This chapter focuses on properties and archaeological sites that are either listed in or eligible for listing in the National Register of Historic Places. Cultural and historic periods are outlined in Chapter 4.4. Section 4.4.3 includes tables and maps for archaeology resources.

I. Chapter 4.5 Hazardous Materials

Hazardous waste sites have been identified and located on a map showing their relationship to the alternatives under consideration. A list of Government databases used for identification of potential sites is included. Table 4.5.1 lists Potential Hazardous Waste Sites throughout Section 5 based on field studies and IDEM literature review. Sturgis Auto Salvage has been identified for further studies.

J. Chapter 4.6 Air Quality

This chapter is a basic summary of air quality findings from the Clean Air Act and the Clean Air Act Amendments. Chapter 5.9 describes the methodology and results of the air quality analysis conducted.

K. Chapter 4.7 Noise

Figure 4.7-2 is a map of noise measurement locations within the corridor.

V. Miscellaneous

An in-person review is scheduled next week with INDOT and FHWA to go through each chapter to ensure the chapters have addressed all review comments.

Martinsville's Annexation is effective November 11, 2012. The Project Team would like to include coordination and discussions from meetings with representatives from various groups in the DEIS. We will coordinate with Martinsville regarding discussions to include in the DEIS because of sensitive information. Martinsville's new Booster Station is

scheduled for construction in September. There will be continued coordination with Ross Holloway regarding specific details.

Wapehani Mountain Bike Park consists of 2 parcels. One parcel is owned by the Bloomington Parks Department and the other by the City of Bloomington. The total acreage of the two parcels boundaries as described on the park's website do not appear to be consistent with the information contained on the Monroe County GIS. The Project Team would like to have a single contact person to research the issue.

It was suggested to include the Eastern Richland School District with school coordination even though they are not located within the Section 5 Corridor. Larry Barker was recommended as a contact.

The Draft Environmental Impact Statement is anticipated to be published in October 2012. Following publishing of the DEIS there is a formal comment period. There is the possibility participants could receive a Draft DEIS after FHWA has had the opportunity to review.

The Final Environmental Impact Statement scheduled release date is spring of 2013. The Record of Decision is expected to be signed the second quarter of 2013 with construction soon following.

VI. Closing

An interim Participating Agency Meeting is scheduled for September 5, 2012 to provide Chapters 3 & 6 for review. The next regularly scheduled meeting is September 19, 2012. Ideally the goal is for representatives to go through Chapters 3 & 6 in detail and provide comments regarding information details to allow for any edits for the DEIS.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
September 5, 2012 2:00-5:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sam Sarvis - INDOT	Adrian Reid – City of Bloomington
Tim Miller - Bernardin, Lochmueller & Associates	Josh Desmond – City of Bloomington
Mary Jo Hamman – Michael Baker Jr., Inc.	Bill Williams – Monroe County
Jim Peyton - Michael Baker Jr., Inc.	Ross Holloway – City of Martinsville
Lisa Manning – Michael Baker Jr., Inc.	

II. Purpose of Meeting

Mary Jo Hamman thanked everyone for coming to the additional meeting. She then disclosed that since the August meeting The Project Team has been working diligently on the DEIS. There have been a couple of internal meetings with comments having been addressed. She explained that the Preliminary Draft Environmental Impact Statement Chapters 3 & 6 is hot off the press and available for review. All participants signed for their copy to take with them after the conclusion of today's meeting. She explained that today would be similar to the meeting from the Screening of Alternatives Packet meeting with a brief discussion regarding the layout design and contents. Mary Jo informed that we would review coordination activities since the August Participating Agency Meeting along with upcoming outreach events.

III. Outreach Activities

Michael Baker Jr., Inc. is still regularly attending Bloomington's Technical Advisory Committee and Citizens Advisory Committee Meetings. There is continued coordination with EMS. Group meetings given are a mini presentation from the Public Involvement Meeting explaining each alternative. The Preferred Alternative 8 is intended for internal group discussions and will not be discussed with the public until after the publishing of the DEIS. There is anticipation of a Community Advisory Committee Meeting the week of September 17th depending on concerns from Washington and Participating Agencies.

A. Utility Information Meeting

August 27th and 28th The Project Team met with representatives from utility companies throughout the corridor. Each representative gave a summary of their facility within the corridor. The proposed alternatives were discussed and identified in areas of potential

conflict. Communication with the utility companies will be ongoing during the environmental studies.

B. Bloomington Utilities

The Project Team met with John Langley, Deputy Director of The City of Bloomington Utilities, to discuss access options to their waste water treatment plant facility.

C. MSD of Martinsville

Martinsville School District Transportation Department met with the Project Team to examine possible bus route options occurring from changes in access.

D. Crescent Bend Neighborhood Association

Julie Thurman met with The Crescent Bend Neighborhood Association on Wednesday August 29th to present the different alternatives for Section 5.

IV. DEIS Chapter Review

Mary Jo clarified that the yellow highlights are a reminder to double check for accuracy before publishing.

A. Chapter 3.1 Alternate Development Overview

This chapter discusses the scoping of alternatives in a tiered study. Tier 1 approved a corridor for I-69 from Evansville to Indianapolis. The Tier 1 studies and existing SR 37 limited the number of alternatives developed for evaluation in Section 5 Tier 2 studies. Section 3.1.2 refers to Traffic Modeling.

B. Chapter 3.2 Alternative Development Process

The Alternative Development Process is similar to Sections 1 thru 4 except Section 5 converts an existing roadway to interstate standards. Page 3-10 is a flowchart outlining the process movement.

Table 3-1 on page 3-11 is a summary of the existing condition of Section 5 alternatives and the morphing to introduce Alternative 8. Alternative 8 is a hybrid of options. Mary Jo pointed out that Tapp Rd. and 2nd St/SR 45 has no yellow highlights until Alternative 8. Alternative 7 was modified after the Public Information Meeting to account for possible Wapehani Mountain Bike Park encroachment. The modification was necessary to incorporate as a possible option in the Final Environmental Impact Statement.

Section 3.2.2 refers to the scoping process that defines the range of alternatives to be considered and the process used to address potential environmental impacts. Mary Jo reminded that participants should keep in mind that there are various degrees of weight from public and government agencies involvement in the alternative development scoping process.

Figure 3-9 on page 3-27 is a display of interchange possibilities used at the April 2012 Public Information Meeting.

Table 3-2 depicts the considered alternatives and current features. Page 3-46 describes the development of Alternatives 4 & 5 including various elements from Alternatives 1-3. Similarly, page 3-48 describes the morphing to further minimize impacts and develop Alternatives 6 & 7. Page 3-52 discusses the development of the Hybrid Alternative (Alternative 8). Mary Jo noted that the Preferred Alternative is not declared until the end of chapter 3.

Bill Williams observed that the Walnut St. interchange/overpass feature on page 3-56 was not highlighted in yellow as some of the other options. Mary Jo clarified that there are 2 floodplains in Section 5, Walnut St. and Liberty Church Rd. She also informed that the comments from the Resource Agency meetings show a preference for no access at Walnut St. due to the floodplain area. Alternative 8 includes 2 options that are being considered at Walnut St. The least impact option is to leave the existing interchange. A full interchange has increased impacts and is more difficult to get permits. The Project Team is requesting Participating Agency participants and the Town of Martinsville to present comments voicing their preference. Tim Miller reminded FHWA guidelines are a full directional interchange and that is how it will be addressed in the DEIS. FHWA and the Resource Agency can then determine the type of access for Walnut St. The argument is whether the interchange is a new or existing interchange. Public opinion may be for a full interchange but the Resource Agency may not allow permits and could require closure for the existing partial interchange. An interchange is supposed to support economic growth, but growth is limited in a floodplain. An interchange at Kinser Pike is no longer proposed due to Maple Grove Road Historic District. Bill Williams affirmed the need to solicit more than feedback. It is a negotiation process and The Project Team could create an argument for discussion.

C. Chapter 3.3 Screening of Alternatives

A description of the Purpose and Need Statement goals are addressed in this section. Section 3.3.1 discusses the transportation performance indicators. Page 3-59 begins the economic performance summary.

D. Chapter 3.4 Description of Alternatives

It was noted that Table 3-11 and Table 3-1 are identical tables referring to Section 5 Alternatives by Major Feature for the Existing Condition and Alternatives 1 through 8. Table 3-12 is similar to the table located in the Screening of Alternatives Packet and includes updates along with Options A & B at Walnut St. for Alternative 8. The 2035 Traffic Volume Forecast can be found in Table 3-13.

E. Chapter 3.5 Preferred Alternative

Alternative 8 is officially declared the Preferred Alternative. Figures 3-7 and 3-8 display the Conceptual Typical Cross Sections in Section 5. The Urban area through Bloomington includes any additional lanes expanded to the inside with a concrete median barrier up to the Arlington Rd. overpass. The Rural area will utilize a guardrail and a wider, paved inside shoulder.

Mary Jo informed Bill Williams that the Maple Grove Historic District, North of Arlington Rd., had voiced concerns regarding “urban feel”. They do not want a concrete median barrier. They would like to continue the “suburban feel”.

There are 4 sets of 16 map sheets. The first set, Figures 3-9 show potential impacts for Alternatives 4 & 5 including the shift at Fullerton Pike and possible interchanges at Kinser Pike, Walnut St., Paragon/Pine Rd. and Liberty Church Rd.

The next set of maps, Figures 3-10 display Alternatives 6 & 7 impacts.

The Preferred Alternative 8 is shown on Figures 5.1-7. Mary Jo noted that the color coding is consistent throughout this set of maps. Adrian Reid joked about the Superfund Site, Bennett's Dump, located in the Hunter Valley Historic Landscape District. There was a brief discussion of the disposal of transformers produced by Westinghouse and the cleanup of stream water in that area.

F. Chapter 6 Comparison of Alternatives

This chapter uses the Purpose and Need performance goals, costs, impacts information, and engineering/safety design considerations presented in preceding chapters to recommend The Preferred Alternative 8 and breaks it down into details.

G. Chapter 6.2

This Section compares access generalities for all alternatives.

H. Chapter 6.3 Development of the Preferred Alternative

Figure 6-1is a breakdown of subsections throughout the Section 5 corridor.

Subsection 5A in the southern terminus is dependent on the Monroe County/Fullerton Pike southern bypass project.

Subsection 5B outlines the core urban area and is characterized by substantial existing development. It begins at the northern terminus of Subsection 5A and continues to Vernal Pike.

The transition area is considered Subsection 5C and is characterized by residential planned development, access to Bloomington North High School and Maple Grove Road Rural Historic District.

Subsection 5D includes Beanblossom Valley and the floodplain. This area has limited development potential due to the floodplain and engineering issues related to topographic changes.

The Monroe/Morgan County Line ends Subsection 5E. This subsection is considered the Simpson Chapel Development Area and is characterized by commercial development on the eastern side with the need for local access roads to access I-69.

The last subsection in the corridor is Subsection 5F beginning at the Monroe/Morgan County Line and ending at the bridge over Indian Creek including Liberty Church Rd.

Page 6-9 addresses the Purpose and Need performance goals in detail to ensure the goals are met.

Section 6.3.4 is a Detailed Alternative Evaluation comparing each alignment alternative with other alignment alternatives. Basically this section is an overall discussion explaining how the Preferred Alternative was chosen. Each subsection is described in detail with implications for the alternatives and grouped according to similar impacts.

Page 6-24 introduced Subsection 5D, Walnut St. /Beanblossom Valley in detail. Mary Jo directed participants to the maps of Alternative 8 Options A & B in the back of the handout. The local access road will be refined between the DEIS and FEIS accordingly after feedback. Mary Jo explained that the access road is not as visible on Option A map. Adrian Reid announced The City of Bloomington would like a full interchange at Walnut St. Jim Peyton reminded that the Environmental Protection Agency does not want to build in a floodplain. It was suggested that The City of Bloomington focus on what is necessary and what would be nice to have when submitting comments. There are both resource impacts and financial impacts when considering factors of importance.

Alternatives 6, 7 & 8 in Subsection 5D all have similar local access road improvements. The overpass at Kinser Pike and Arlington Rd. still allows access across I-69. A full interchange with an access road the entire way through Subsection 5D would reuse Historic Bridge #913. If the access road stops at Hoosier Energy Historic Bridge # 913 under section 106 affects the bridge. There are no impacts under Section 106 for Historic Bridge #224.

I. Chapter 6.4 Selection of the Preferred Alternative

Table 6-10, “The Monster Table”, is located in this section. The table is a description of impacts and the results. Table 6-11 compares Tier 1 environmental studies costs and impacts to Tier 2 Preferred Alternative 8. The forest numbers are higher in the Tier 2 Studies because of existing infrastructure. Displacement figures should decrease as the project proceeds to the FEIS and Final Design. Data is refined as more level of detail is attained.

V. Closing

Tim Miller informed that The Project Team would like to have comments as soon as participants could have them available but please try to have them in before the next meeting.

Mary Jo reminded that other chapters for supporting data are available for review upon request. Adrian Reid requested Chapter 5.6. Bill Williams asked to review Chapters 5.6 and 5.21. Ross Holloway inquired about typical interchanges and was informed they are available in Figure 3.9 on Page 3-27. Ross said he was fine with Figure 3.9 and requested a copy of Chapter 5.12.

It was reported that traffic micro simulation would be done on the Preferred Alternative between the DEIS and FEIS. Final design will show detailed interchanges.

Sam Sarvis arrived and Tim updated Sam on meeting events. Sam asked participants if they are getting enough information and the opportunity to comment. Bill Williams informed Sam that he likes to receive chapters and information in small portions to view like what was available at this meeting. Sam asked if there are areas of concern. Sam

advised that he considers what changes and the process for the Walnut St. interchange a critical success factor. He is open to ideas for changes at Walnut St., the “Gateway” that seem reasonable to explain and he would like the face of I-69 to come to an agreement or have some skin in decisions. He added that urbanized Bloomington will not change drastically. Mary Jo explained that there had been a discussion about various agency involvement and options at Walnut St.

There was a brief discussion about Steve Walls leaving INDOT. Sam assured participants that if they had any questions they could contact the Project Office and Michael Baker Jr., Inc. or INDOT would get the answer. Sam added that if there is a problem to please contact him directly.

Mary Jo directed participants to share the chapters presented today with their supervisors and counterparts to provide comments. She asked that participants use their own judgment but requested that the chapters for review stay within their working groups. She concluded that the expectation is to continue to work through the environmental process and it is reasonable to begin letting contracts as soon as next summer.

The next Participating Agency meeting will be September 19th.

Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7)

Area Type	Major Feature Name	*2005 Preliminary Alternatives (not carried forward)*			2007 Alternative Screening (carried forward)		Minimal Impact Alternatives (carried forward)	
		Alternative 1	*Alternative 2*	*Alternative 3*	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Urban	I69 and SR37	*Sect. 4 Interchange*			Sect. 4 Interchange		Sect. 4 Interchange	
	That Road	*No I-69 Access; E Access Rd*	*Overpass*		No I-69 Access; East access Rd		No I-69 Access; East Access Rd	
	Rockport Road	*Overpass*	*No I-69 Access; East Access Rd*		Overpass		Overpass	
	Mainline (That to Fullerton)	*Shift to East; Grass Median*	*CD System; Median & Access Rd Barriers*	*Shift to East; Grass Median*	Shift to East; Grass Median		Use SR37 Pavement and ROW; Median Barrier	
	Fullerton Pike	*Folded Diamond Interchange*	*Overpass*	*Folded Diamond Interchange*	Folded Diamond Interchange		Double Folded Interchange	Double Folded Interchange; E. Fullerton Pk. Shift to South
	Mainline (Fullerton to Sample)	*SR37 Centered; Grass Median*	*CD System; SR37 Centered; to 3rd St*	*SR37 Centered; Grass Median*	SR37 Centered; Grass Median		Use SR37 Pavement/ ROW; Median Barrier	
	Tapp Road	*Overpass*	*CD System (barriers between through and local lanes); Single Point Interchanges at Tapp, 2nd and 3rd Sts*	*Overpass*	Overpass; West turn lane	Split-Diamond Interchange (Controlled Access Rds)	Overpass	Split-Diamond Interchange (Controlled Access Rds and Barriers)
	SR 45/2nd Street	*Folded Diamond Interchange*		*Single Point Interchange*	Urban Diamond Interchange		Use Existing Interchange	
	SR 48/3rd Street	*Urban Diamond Interchange*		*Single Point Interchange*	Urban Diamond Interchange	Single Point Interchange	Use Existing Interchange; Potential for additional turning lanes	
	Vernal Pike	*Underpass*	*Overpass*	*Underpass*	Underpass		Underpass	Overpass
	SR 46 Interchange	*Use Existing Interchange*			Use Existing Interchange		Use Existing Interchange	
Transition from Urban to Rural	Arlington Rd	*Overpass*			Overpass		Overpass	
	Acuff Road	*No I-69 Access*	*Overpass*	*No I-69 Access; W Access Rd*	No I-69 Access		No I-69 Access	
	Kinser Pike	*Overpass*	*Rural Diamond Interchange*	*Folded Diamond Interchange*	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd	Overpass
	SB Mainline Bean Blossom Valley	*4% Cut/Fill and Climbing Lane*			4% Cut/Fill and Climbing Lane		Use Existing 5% and Truck Climbing Lane	4% Cut/Fill and Climbing Lane

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Table 8: Section 5 - Alternatives Carried Forward Summary (Alternatives 4 to 7; continued)

Area Type	Major Feature Name	*2005 Preliminary Alternatives (not carried forward)*			2007 Alternative Screening (carried forward)		2012 Minimal Impact Alternatives (carried forward)	
		Alternative 1	*Alternative 2*	*Alternative 3*	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Rural	N. Walnut Street	*Rural Diamond Interchange*	*No I-69 Access; E Access Rd*	*Overpass*	Overpass	Single Point or Rural Diamond Interchange	Overpass	Existing Partial Interchange
	NB Mainline Bean Blossom Valley	*4% Cut/Fill and Climbing Lane*			4% Cut/Fill and Climbing Lane		Use Existing 5% with Truck Climbing Lane	4% Cut/Fill and Climbing Lane
	Sample Road	*Rural Diamond Interchange*		*Overpass*	Rural Diamond Interchange		Folded Urban Interchange	Urban Diamond Interchange
	Mainline Shift (Sample to Chambers)	*Shift to West; Grass Median; NB SR37 as Access Rd*			Shift to West; Grass Median; NB SR37 as Access Rd		Use SR37 Pavement, ROW, Grass Median; New ROW for E Access Rd w/ Barrier	Use SR37 ROW; Median Barrier; Use SR37 ROW for E Access Rd w/ Barrier
	Chambers Pike	*Overpass*	*Rural Diamond Interchange*		Overpass		Overpass	No I-69 Access; E/W access Rds
	Mainline Shift (Chambers to Bryants)	*All lanes on west-side; 4% Cut/Fill*	*3 lanes each side; 4% Cut/Fill*		3 lanes each side; 4% Cut/Fill		2 lanes; Use Existing 5% Grade; (SB Truck Ln)	2 lanes; 4% Cut/Fill; (SB Truck Lane)
	Mainline (Bifurcation)	*Wide Shoulders and Clear Zone*			Medium width Shoulder/ Clear Zone (NB Guard-rail)		Use SR37 Shoulder/ Clear Zone (NB Grd-rail)	Medium width Shoulder/ Clear Zone (NB Grd-rail)
	Bryants Creek Rd	*No I-69 Access; E/W Access Rds*	*Overpass*		No I-69 Access; Eastside Property Acquisition; W Access Rd		No I-69 Access; E Acquisition; W access Rd	Overpass
	Mainline (Bryant Crk to Sect. 6)	*SR37 Centered; Wide Grass Median*			SR37 Centered; Wide Grass Median		Use Existing SR37 Pavement & ROW; Grass Median	
	Paragon/ Pine	*Rural Diamond Interchange*	*Overpass*	*Rural Diamond Interchange*	Rural Diamond Interchange	Overpass	No I-69 Access; W Access Rd; Use existing E Access Rd	
	Liberty Church	*Overpass*	*Rural Diamond Interchange*	*Overpass*	Overpass	Rural Diamond Interchange	Urban Diamond Interchange	Folded Diamond Interchange
	SR37 N of Legendary Hills	*No I-69 Access; E/W access Rds*			No I-69 Access; East Access Rd		No I-69 Access; East Access Rd	
	I69 and SR 39	*Sect. 6 Interchange*			Sect. 6 Interchange		Sect. 6 Interchange	

Notes - Access roads generally parallel I-69 on either the E – east side, W- west side, or E/W - both sides of I-69 Mainline; Descriptive terms such as "wide, medium, and narrow" provide relative comparatives only and are not indicative of specific dimensions.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
January 16, 2013 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sandra Flum - INDOT	Lisa Manning - Michael Baker Jr., Inc.
Michelle Allen - FHWA	Adrian Reid – City of Bloomington
Tim Miller - Bernardin, Lochmueller & Associates	Josh Desmond – City of Bloomington
Mary Jo Hamman – Michael Baker Jr., Inc.	Norman Voyles – Morgan County
Julie Thurman - Michael Baker Jr., Inc.	Larry Smith – Morgan County
Lorraine Richards - Michael Baker Jr., Inc.	Bill Williams – Monroe County
David Miller - Michael Baker Jr., Inc.	Rick Coppock – Town of Ellettsville

II. Purpose of Meeting

Baker opened the meeting with a brief overview of the agenda and noted that printed copies of DEIS comments from participating agencies are available. The meeting will cover subsequent DEIS comments received since the last meeting and the traffic micro simulation results. Outstanding concerns and coordination needs will also be addressed.

III. Outreach Activities

Professional Golfcar Corporation meeting was held December 12, 2012 to discuss generalities about land acquisition and to discuss their status as a potential displacement. The Professional Golfcar Corporation is located in the northwest quadrant of Fullerton Pike and SR 37 and the property is identified in the DEIS as a potential displacement. They are looking at other locations east of the quarry off, of Rockport Rd. The meeting was specific to their business, intending to understand options and access.

Bicycle/Pedestrian ADA m**eeting** was held with City of Bloomington on December 17, 2012 to explain various typical cross sections of the overpasses planned per the DEIS, and included discussions of softening some profile grades (in coordination with INDOT and design staff) at some overpass locations while trying to stay within the foot print. Information was shared so that comments on this topic could be incorporated into those received during the comment period.

Vernal Pike Business Owners meeting was held December 19, 2012 to discuss options for access. Baker advised that there are many small business owners on Vernal Pike and Industrial Dr. that have concerns regarding access. During the comment period, several sketches were also received from business owners with ideas for access to Vernal Pike. INDOT is looking at various alternate access options. One idea would add a separate lane that allows an exit only access from the southbound SR 46 ramp. Another solution discussed includes an overpass at the railroad. Baker will continue to work on possible solutions and how best to address comments. Bill Williams noted support for additional access options.

Emergency Medical Services meeting was held January 9, 2013. Bloomington Township Fire and Washington Township Fire also provided comments during the comment period. Most concerns centered on access in specific locations. The project can address some but not all of their concerns. INDOT inquired about the process of possibly providing mutual aid between Morgan and Monroe Counties. Bill said there are agreements within the county, but he wasn't sure about county to county agreements. INDOT explained that EMS providers have expressed concern of another agency having control over their ISO Ratings. For example, there is a cluster of 2 properties with 4 buildings on the northern edge of Monroe County. With I-69, EMS providers would need to use the Liberty Church interchange in Morgan County and then travel back to Monroe County to serve them. INDOT is trying to understand if agreements are in place or how to have these discussions. INDOT asked if anyone from Ellettsville was at the EMS meeting. Baker reported that all EMS providers were invited, and that Mike Cornman was in attendance for Ellettsville.

IV. Resource Agency Comments

Walnut Street Interchange

- Baker explained that comments received from resource agencies are focused on specific impacts, with many of the comments related to impacts at the Walnut St. interchange. Resource agencies support a partial interchange. (Note that Bloomington Township Fire supports a full interchange here.) Development potential is small and traffic data shows low demand for a full interchange, with only 10% of the traffic using these additional ramps. High construction costs, right of way and impacts to natural resources support the desire for partial interchange. The Project Team is in the process of providing FHWA information for supporting the use of the partial interchange. It is anticipated that the Refined Preferred Alternative would have the partial interchange as long as a positive response is received from FHWA.

East Side Access Road, south of Sample Road

- Beanblossom Valley is in a floodplain and the access road from Walnut St. up to Sample Rd. is currently under review, with the possibility of treating the east side similar to treatment for the west side. On the west, the access road continues from

Sample Rd. down to Chuck Taylor Rd. in front of Thompson Furniture. The road stops before the floodplain. It is being recommended that the east side access road end in the same area, with a cul-de-sac at Connaught Rd., near the entrance to Hoosier Energy and near the McConnaughy property. (Note: Hoosier Energy provided several comments regarding access and Mr. McConnaughy also provided a comment to keep the access road closer to SR 37 to avoid his property.) New traffic data based on an update of the statewide model shows 13 cars in peak hours use the access road on the east side.

Liberty Church Road Interchange

- U.S. Department of the Interior requested that we reconsider at the Liberty Church interchange and the bridges in the area. The hope is to allow for additional wildlife crossing opportunities. The majority of the existing bridges on the mainline are planned for rehabilitation; widened or replacing the deck, but the structures are not being lengthened, which is what is needed for wildlife crossings. When a bridge replacement is required, lengthening the bridge for wildlife could be done at that time. Crossings on ramps and access roads where new bridges are proposed can accommodate this request.
- There are also floodplain concerns. Baker has not received formal documentation from Ross regarding dedicating the northwest quadrant of this interchange as a well field. An interchange provides opportunity for development, which is a concern for the resource agencies. Comments from the City about the well field could help ensure resource agencies that development pressures would be minimized in this area. A discussion continued about Martinsville's annexation, with Baker to follow up with Ross.
- Resource agencies support the interchange at Liberty Church with what is included at Paragon Rd. /Pine Blvd. There is still a potential to reduce impacts in the floodplain by shifting the interchange north to stay out of the floodplain, and Baker will be discussing this with INDOT and may bring back to the participating agency group.

Wapehani Mountain Bike Park

- Another resource agency comment with direct impact on the Refined Preferred Alternative is in regards to Wapehani Mountain Bike Park. U.S. Department of the Interior has reserved judgment until concurrence is received from the City of Bloomington. If the alignment stays on existing SR 37, it would impact the park and the resource agency wants to make sure that Section 4(f) requirements are followed.
- Adrian informed that the City of Bloomington is working on presenting the information to the mayor and working on a letter. Sandra noted that INDOT is drafting a Memorandum of Agreement to discuss with the City. Agreement on this issue is needed from the City needed within the next 30 days.

Tapp Road

- Baker explained that another concern from resource agencies is the impacts associated with a split diamond interchange at Tapp Rd. IDNR recommended a grade separation at Tapp Rd. instead. Based on traffic data, the Refined Preferred Alternative is probably still looking to include a split diamond interchange in FEIS.

V. Local Agencies and General Public Comments

Baker complimented participating agency members on the content of their DEIS comments. Their comments were very representative of what the team received from the public as well. One noted difference was from bicycle groups, who stated that they preferred a separate bike/pedestrian bridge rather than accommodations at 2nd or 3rd Street because the increased traffic makes these streets less bicycle-user friendly.

Another comment was that a 5% grade is too steep. Baker explained that the 5% mainline grade is being utilized in spots where the existing facility includes use of a 5% grade.

FHWA inquired if there were any comments regarding Wapehani Mountain Bike Park. Baker reported that comments had been received, most of which were supportive of INDOT acquiring a portion of the park and relocating a small segment the trail rather than displacing residential properties.

INDOT reported that there were approximately 170 comment submissions (including resource agencies), which when broken down covers about 500 pages. Baker noted that the Project Team is hoping to have comments addressed within a few weeks, then coordinate these with INDOT and BLA before determining the final responses that will be included in the FEIS. The group was reminded that printed copies of the participating agency comments are available to share with other members.

VI. Traffic Data

BLA explained that traffic data has been taken a step further than what was published in the DEIS through a micro-simulation exercise. The micro-simulation program uses data from existing and future travel conditions, land use and design year. Not all projects use micro-simulation; it is meant to be a tool to verify that what is being proposed will function correctly. INDOT reported that the traffic simulation includes the Ohio River Bridge from Evansville to Henderson, KY and Sections 1-4, representing what is being proposed for the design year 2035. Baker noted that the I-69 corridor model includes local projects that are included as part of the local long range plans.

All of the interchanges proposed in the DEIS Preferred Alternative function well for the design year with one exception. Degradation of mainline speed is recognized if 3rd Street/SR 48 is reused in its current configuration. The Project Team is looking at other

design treatments and interchange types to address concerns at 3rd Street. Adrian inquired if Franklin Drive contributes to the problem. Baker replied that the phased signal does contribute to the issue. A solution that allows for adequate traffic flow will be identified for the FEIS and ROD, and then finalized in design. BLA reported that northbound I-69 is the issue. The existing configuration is expected to perform adequately for about 10 years. After that time, changes to the configuration will be required to aid in appropriate traffic flow. As in all cases, a change in surrounding development during those first ten years could yield different design needs.

From the traffic model, the demand for the 3rd lane doesn't appear to be an immediate need, possibly not required until 2025-2030 for the urban area and 2030-2035 for the section north of SR 46. The traffic information will be used for budgeting; what needs to be built now and what needs to be planned for. The EIS must study impacts for the design required in the design year (2035).

VII. Feedback on Discussion

Baker explained status updates from traffic data and comments. The participants were reminded that their ideas and comments are appreciated and asked if anyone has received comments or concerns from their community that they would like to share. No one had anything further to share.

VIII. Ongoing Activities

It is anticipated that additional EMS meetings will take place. The Project Team has been invited to riding along with Bloomington Township Fire on possible routes they will need to take. This may occur within the next couple of weeks.

INDOT is scheduling a local coordination meeting for I-69 Section 5 and Monroe County's Fullerton Pike projects. The coordination meeting is to make sure both teams are in agreement regarding assumptions on the local environmental process and the steps being taken prior to publishing the I-69 Section 5 FEIS. Bill noted that he was meeting with Kathy Eaton-McKalip on Friday and would talk to her about coordinating a meeting. Baker noted that an individual from the Fullerton Pike CAC had expressed interest in a potential neighborhood meeting for I-69. Baker would like to meet with the local agency first to be aware of their plans. FHWA suggested that Bill hold the meeting and invite the I-69 team to speak. Baker noted that if she reaches out again, Bill will be contacted.

An outreach meeting is scheduled for January 30, 2012 with the Northside Exchange Club.

IX. Closing

The next participating agency meeting is scheduled for February 20, 2013 to discuss the status of the Refined Preferred Alternative. Michelle indicated she will not be able to attend.

Adrian noted that at it would be helpful to get feedback on comments. INDOT explained that the opportunity with the participating agencies is the ability to talk through and address any questions raised. It is possible to have a separate MOA with a local agency for specific issues especially if outside of the footprint.

INDOT notified participants about the agency's reorganization. The I-69 Project now is being managed under INDOT's Innovative Projects group, headed by Jim Stark. Innovative projects can utilize partnerships with entities, public or private funding. They can utilize design/bid or design/bid/build options for the fastest way to fund and deliver the project to the community. The goal for I-69, Section 5 is to get the construction started as soon as possible and INDOT feels using innovative delivery and financing with a public/private partnership will achieve that. I-69 will not be a toll road. That commitment was made a long time ago. INDOT received 17-18 responses to its December Request For Information (RFI). There is support for innovative funding from the industry. The Ohio River Bridge near Louisville is a good model of innovative financing.

Timing of the Record of Decision is important, and the expectation is to award a contract this fall. INDOT will answer any questions and can even talk to organizations about the concept. INDOT has talked with the City of Bloomington about innovative partnerships and would be happy to talk with the other membership of the participating agencies as well. Adrian asked if this changes flexibility or impacts and when final decisions are needed. INDOT explained that once the Record of Decision is signed, the commitments and conclusion get written into specifications, which the teams use for their bids and design. Adrian asked if the window for that is closing soon. INDOT noted that action is needed now. BLA further explained that in order to be included in the FEIS/ROD, information is needed within the next 30 days. Adrian requested additional information regarding the responses to the City's comments to help him to know how to proceed.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
September 19, 2012 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sam Sarvis - INDOT	Lisa Manning – Michael Baker Jr., Inc.
Sandra Flum - INDOT	Michelle Allen - FHWA
Lisa Wisher - INDOT	Josh Desmond – City of Bloomington
Chris Wahlman - INDOT	Bill Williams – Monroe County
Tim Miller - Bernardin, Lochmueller & Associates	Adrian Reid – City of Bloomington
Mary Jo Hamman – Michael Baker Jr., Inc.	Rick Coppock – Town of Ellettsville
Jim Peyton – Michael Baker Jr., Inc.	Ross Holloway – City of Martinsville

II. Purpose of Meeting

Mary Jo opened the meeting with introductions. She expressed that she hoped everyone has had the opportunity to review the documents from the last meeting. Mary Jo reported that last Friday, the requested chapters from the DEIS had been hand delivered to participants. FHWA is still submitting feedback on all DEIS chapters. Publication of the Draft Environmental Impact Statement is expected this fall. Sam Sarvis anticipates the Public Hearing to be held the last week of November. Traditionally the Public Hearing is 30 days after publishing of the DEIS. Mary Jo explained that the Project Team is looking at the same venue as last Public Meeting (the Monroe County Fairgrounds).

III. Outreach Activities

Michael Baker Jr., Inc. met with South Central Indiana REMC Utilities to discuss the proposed alternatives and identify any areas of potential conflict.

A Community Advisory Committee (CAC) Meeting was planned for September but will most likely be postponed until sometime in October, just before the publishing if the DEIS. Mary Jo reminded that the meeting is opened to the public but invitations are provided to members of the CAC only. Michelle Allen added that as long as an individual is representing a community it should be okay.

IV. Chapters 3 & 6 – Comments Received

Mary Jo advised that Chapter 3 is mirrored after the Screening of Alternatives Packet with the inclusion of the Preferred Alternative 8. She asked if anyone had any thoughts or concerns to be included as potential revisions

Bill Williams explained that his comments (provided via letter dated September 19, 2012 and attached to these minutes) are site specific and mainly support Alternative 8. He included that his group likes Option A at Walnut St., with the full interchange. Sam responded that was surprising and asked if there was an interest or expectation for development. Bill clarified that there are no plans for development in the floodplain but they see the full interchange as providing an alternative route to Ellettsville in addition to SR 46. Michelle reminded that the full interchange at Walnut St. has a majority of the wetland impacts for the project. Jim Peyton included that rebuilding in the Beanblossom and Griffey Creek areas increases forest, stream and wetland impacts and impacts raise concerns with the regulatory agencies. Adrian Reid noted the City of Bloomington doesn't want to lose the partial interchange and if asking for the full interchange would cause that to happen the city will keep the partial interchange. Jim encouraged Adrian to explain that in his comments. Adrian added there was concern regarding access to the city's Waste Water Treatment Facility. Jim emphasized access through Maple Grove Road Rural Historic District to Bottom Rd. Michelle noted with or without an interchange the Project Team needs to be aware of access issues. Bill asked if the end result is a partial interchange would funds be available for improvements to Bayles Rd.

The remainder of the meeting was spent discussing items from Monroe County's formal response.

1. The county concurs with the need to further refine the traffic modeling and associated Levels of Service. Baker noted that this will take place between the DEIS and the FEIS.
2. Suggest that the maps more clearly show the frontage roads associated with Alternative 8. These will be incorporated for display materials (at the hearing and on the website and at the project office).
3. Criteria for Grade Separations should be coordinated with emergency responder's needs to access either side of the interstate.
4. Monroe County would like consideration for gateway treatments at some interchanges. The City of Bloomington and the City of Martinsville requested

similar consideration.

5. Monroe County recommends using the "I-69/SR 37 Alternative Transportation Corridor Study and the Alternative Transportation and Greenway's Plan when considering bike lanes and trails adjacent to the corridor. Baker indicated that those documents have been referenced in laying out the designs to date.
6. Local access roads will be designed according to standards included in the Indiana Design Manual
7. Cul-de-sacs which provide turnaround of a 50-foot wheel base vehicle should be provided for any segment of local road which is closed. Baker indicated that this has been incorporated into the design.
8. Comments pertaining to individual cross roads were discussed. Generally the proposed design included in Alternative 8 is consistent with the comments provided by Monroe County, with a few exceptions.
    - Pedestrian Bridge between the SR45 and SR48 interchanges: Monroe County is supportive of a pedestrian bridge, as requested by the Bloomington Bicycle Club. It was noted that the City of Bloomington has some concerns about the proposed location and has not yet provided a letter of formal support for this crossing.
    - Vernal Pike/17th Street Overpass: Monroe County requests that the profile grades of this crossing not exceed the maximum grade of the recently constructed local improvements to Vernal Pike. They also request that the work at this location extend to the east to reach the City's planned 17th Street/Arlington Rd. roundabout. The City of Bloomington is supportive of this request. Baker indicated that the DEIS will not be revised to include this, but there will be continued discussions about the potential for that section of roadway to be improved under a separate project.
    - Acuff Road: Monroe County requests a turnaround be constructed on the west side of the highway as the intersection of Acuff Road/SR 37 is eliminated. Baker will look to include this within the existing R/W.

V. Additional Topics

Mary Jo noted that the Preferred Alternative included the potential for noise barriers at three locations (west between Fullerton Pike and Tapp Rd., east between Wapehani MBP and the SR45/2nd St. interchange, and east between the SR45/2nd St. interchange and the Indiana RR tracks). These will be prominently displayed at the Public Hearing and we will have a noise specialist available to discuss specific issues at the hearing.

Specific air quality studies will be prepared between the DEIS and the FEIS as the updated traffic information becomes available. It was noted that Morgan County is the only county with non-attainment issues. Any studies will be focused in that portion of the project. Monroe County meets attainment status for all national air quality standards.

VI. Closing

The next Participating Agency meeting will take place on September 26, 2012. The group was requested to bring any final items related to their review of the draft DEIS chapters for discussion at that time.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
September 26, 2012 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sandra Flum - INDOT	Michelle Allen - FHWA
Nathan Frey - INDOT	Josh Desmond – City of Bloomington
Tim Miller - Bernardin, Lochmueller & Associates	Adrian Reid – City of Bloomington
Mary Jo Hamman – Michael Baker Jr., Inc.	Ross Holloway – City of Martinsville
Jim Peyton – Michael Baker Jr., Inc.	Larry Smith – Morgan County
Lisa Manning – Michael Baker Jr., Inc.	Dan Swafford – Town of Ellettsville

II. Purpose of Meeting

Mary Jo opened the meeting with introductions and explained that today's agenda was to discuss the PA comments for the Draft DEIS Chapters 3, 6, 5.6, 5.12 and 5.21. Mary Jo informed the PA group that Baker had received comments from Bill Williams and Adrian Reid as of this meeting. She then reminded the PA group that the Project Team is working on final edits to the Draft Environmental Impact Statement for publication in the end of October 2012. Following publication, the Section 5 Public Hearing is anticipated to be held at the Monroe County Fairgrounds either the week after Thanksgiving or the first week in December 2012.

III. City of Bloomington Comments

Adrian Reid advised the group that the City of Bloomington's biggest concerns are bicycle/pedestrian facilities. The City is looking for inclusion of bicycle/pedestrian facilities as part of Bloomington's 3rd St. project and are considering the same for 2nd St. He reminded the group that the Bloomington/Monroe MPO has a Complete Streets Policy that ensures that local road projects using federal funding will safely accommodate all users of a corridor (although he acknowledge that his is aware that INDOT is exempt from this policy).

He continued by saying that while the Bloomington Bicycle Club proposes considerations for a bicycle/pedestrian bridge from Basswood Dr. to Liberty Dr., there are some issues regarding private property and that the City was working in coordination

with the Bloomington Bicycle Club. Mary Jo reported that during the July 2012 meeting with the Bicycle Club, she had asked that if this were to be considered as part of the Section 5 evaluations, that there must be commitment from all entities for determining the best location for a crossing. Sandra Flum asked if the underlying goal is to accommodate a commuter biker or cyclist. Adrian confirmed that a bridge from Basswood Dr. to Liberty Dr. would be good for a Saturday biker rather than a commuter. There was a discussion regarding use of existing interchange structures for I-69 verses new interchange construction and a multi-use path. Mary Jo reiterated that the Section 5 study intended that if any bridge needed to be widened, it could include a bicycle/pedestrian path.

Adrian said that another concern for the City of Bloomington is the traffic signals at Franklin Rd., 3rd St. and Wynndale Dr. that currently cause traffic congestion on 3rd St. and would like help from INDOT with a solution for the future. He said that turn lanes for Wynndale Dr. and Franklin Rd. have been changed to one-way access due to safety.

The clearance issues at 17th St. and Adams St. and the skew on 11th St. make it difficult for fire trucks to maneuver in the Vernal Pike area; Adrian said that both City fire and police departments have expressed concerns about access and have asked if it is possible for exit only access from the highway.

Adrian explained that there is a stretch of missing roadway improvement for 17th St. from Bloomington's Roundabout Project to I-69 Project eastern project limits. Sandra inquired about the remaining distance between the two projects; Mary Jo reported that for the alternatives that include construction of an overpass at Vernal Pike, there was approximately 1,800 feet between the project limits.

The City of Bloomington comments supported Monroe County's desire for a full interchange at Walnut St. but Adrian said that based upon internal City meetings, the current partial interchange would be acceptable if the full interchange option was not available.

Sandra questioned Adrian regarding previous discussions in which the City was considering delisting a TIF District. Adrian explained that the district is near Kinser Pike and is zoned as a Business Park but that is has not been delisted. Mary Jo indicated that existence of this TIF District played a part in development of Alternatives that included an interchange at Kinser Pike.

Adrian confirmed that Bloomington considers existing Walnut St. a "Gateway" into Bloomington. He included that 3rd St. could be another "Gateway" opportunity. Sandra asked what is considered a "Gateway" and there was a general discussion about "Gateway" possibilities. Ross Holloway said that Martinsville is also interested in a "Gateway" and is considering possibilities near Liberty Church Rd. based upon the new annexation to the south and east of SR 37.

Noise and Air Quality are other concerns for the City of Bloomington along with construction impacts. Adrian asked if construction would be conducted all at once or in segments. Mary Jo replied that this would be determined as part of funding, design, and

maintenance of traffic considerations in later phases of the project. Adrian said that in past projects, INDOT had adhered to Bloomington noise constraints (especially in residential areas) and that INDOT has worked with Indiana University's schedule. Mary Jo confirmed that there is a chapter in the DEIS with Community Festivals and activities and that INDOT will continue to look at those types of things as the project progresses. The City of Bloomington may ask for help from INDOT or IDEM with MS4 Boundary Entities. Adrian requested to be included in conversations after construction lettings regarding construction sequencing and detours so Bloomington can work with construction companies for maintenance of traffic.

Sandra asked about noise barrier walls looking too urban. She mentioned that there are some residents that are very close and she wanted to be clear on the city's position regarding noise barrier walls. Josh Desmond explained that the city does not want a "concrete canyon". They do not want to lose the green and have walls on both sides. Mary Jo commented that there are 3 locations that could be considered for noise barrier walls. Jim Peyton added that the 3 locations being considered are not across from each other and that they were in both residential and commercial areas. Larry Smith inquired about the change in noise levels. Jim reported that it shouldn't be much different than today. There was a general conversation about noise barrier walls and concrete medians. Mary Jo mentioned the Consulting Parties idea of using limestone treatment but reminded the PA group that the goal is for safety and to dissipate movement which could limit the use of limestone. Group consensus was for all parties to evaluate design ideas and treatment uses going forward.

Tim Miller said that it is important to recognize maintenance of traffic and said that they can use a traffic micro simulation model to help determine effects from lane closures and traffic construction. Sandra clarified that there is a difference between maintenance of traffic during construction, and traffic for the project design year, and short or long term city traffic. Maintenance of traffic for construction and design year traffic are two separate entities and not to be confused.

IV. City of Martinsville Comments

Ross Holloway informed that the PA group that the City of Martinsville has 3 main concerns and will incorporate them into a subsequent letter. Martinsville Planning Commission's plan is expand Martinsville's jurisdiction 1/2 mile south of Liberty Church Rd. and amend the TIF District to include the annexation area. Sandra asked when Martinsville's annexation will take effect. Ross said that the annexation will become effective November 11.2012 after the 90 day remonstrance (Martinsville doesn't anticipate any issues).

The City of Martinsville would like a "Gateway" and are preparing graphic designs for the "Gateway" to share with IDOT.

Finally, Martinsville would like to have an access road to connect with the new booster station that they just poured concrete for on the eastside of SR 37.

Ross reiterated that Martinsville will compose a letter about the demand and need for the Liberty Church Rd. interchange. The letter will include activities accomplished and planned to necessitate this interchange such as the annexation, economic growth rezoning, and construction for a new well on the west side. Mary Jo advised Ross that access implies development and their commitment and efforts are a good idea. Jim added that The Project Team appreciates receipt of any development plans that could show demand at a potential interchange. Ross announced that Martinsville is adopting a Wetland Protection Area on the west side that will protect the floodway fringe and also protect the wetland area.

V. Morgan County Comments

Larry Smith expressed concerns regarding Bridge #161. He informed the PA Group that the bridge shows signs of stress from flooding. He asked if The Project Team could do a study excluding the bridge. Sandra inquired as to whether a historic bridge could even be closed. Michelle Allen said that there are rules in place for historic structures and that the project can't close the bridge. Mary Jo confirmed that Select Bridge #161 is on the list of historic structures. Michelle added that if the bridge is demolished, questions regarding the use of Federal money could be raised because its status as a Select Structure. If there has been significant change since the Select Bridge was put on the list then the project cannot use, but the proposed plans do not increase traffic by much. Mary Jo affirmed the traffic load from Paragon/Pine Rd. would come through the forest and continue up Old SR 37. Old SR 37 will be pieced together and routed over Bridge #161. Larry alleged the bridge could be closed before I-69 construction and that would change current plans. Inspection is planned for this year but new cracks have been seen. There was more discussion regarding Select Bridge #161 and agreement to continue further as information is available.

Larry said that he feels that there is a need for an access road from Jordan Rd. to SR 39. Mary Jo reminded the PA group that while Section 5 includes discussion of impacts for Bridge #224, it is not within the Section 5 Project Limits. Jim added that Bridge #224, SR 39 interchange, and parts of Jordan Rd. are within floodplain zones. Sandra said that based upon previous discussions, EPA doesn't want the interchange at SR 39 due to the floodplain. Jim added that the bridge is to be used for access to parcels, not for access to SR 37, and was high on the list of for reconstruction work in the county. Larry expressed the need for a bridge to get to SR 39, even if it is at Burton Ln. Tim inquired as to when the last time the bridge was inspected. Larry said both bridges are scheduled for inspection this year. Ross mentioned that this area would be great to preserve as a wetland and Martinsville would have no opposition. Sandra said she would keep that in mind if additional wetland mitigation area is needed in Section 6.

VI. Ellettsville Comments

Dan Swafford communicated that Ellettsville would like to wait to give comments until more details are available regarding intersections.

VII. Closing

Mary Jo announced that last item at today's meeting was the letter from Monroe County that was reviewed last week. Mary Jo said that Bill Williams had inquired about the availability of graphics for proposed local access roads. The group was told that graphics probably won't be included in the DEIS but should be available for the Public Hearing. Ross admitted that he has received many phone calls inquiring about access roads and land acquisitions. Michelle said that after the DEIS is available online individuals can access the maps and enlarge the view. Jim reminded that many people are looking for specifics distances and dates that won't be known until Final Design. Mary Jo discussed how the Project Team was struggling with how to best graphically depict access roads. How do you show the underlying/existing road connectivity without implying construction of new roads that are not included in the design? Ross suggested color coding. Tim advised that large maps with graphics would be at The Public Hearing and available on the I-69 website. Mary Jo added that this material will not be released to the public until The Public Hearing and that there will be a 60 day comment period after the release.

Mary Jo said that The Project Team will do their best to incorporate the PA group comments into the DEIS. The Public Hearing is envisioned sometime the first or second week after Thanksgiving. Anticipate by the next Participating Agency Meeting the DEIS will be finished and will have moved onto the presentation for The Public Hearing.

While it was asked (jokingly) if the group could get even more DEIS Chapters to view to get ahead on their reading, Mary Jo replied that any chapters given to the PA group now would be subject to change after received comments are incorporated into the DEIS.

Sandra reported that hard copies of the DEIS are costly and if anyone prefers to receive a DVD version of the DEIS rather than a paper copy, to please let The Project Team know. The DVD version of the DEIS will be laid out like the paper version and that INDOT Offices, the Project Office, and local libraries will all have hard copy DEIS printout available. The plan is to provide each city and county with a paper copy of the DEIS unless otherwise notified.

Larry asked if Section 5 would be developed from south to north like the other sections. Sandra replied that it would not necessarily have to. Sequencing could "hop scotch" because along with safety is a primary focus, other considerations include maintenance of traffic and design. Mary Jo added that the Final Design phase is responsible for acquisitions, which could drive sequencing options along with access issues.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
October 24, 2012 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sam Sarvis - INDOT	Jim Peyton – Michael Baker Jr., Inc.
Sandra Flum - INDOT	Lisa Manning - Michael Baker Jr., Inc.
James Culbertson - INDOT	Adrian Reid – City of Bloomington
Nathan Frey - INDOT	Josh Desmond – City of Bloomington
Michelle Allen - FHWA	Ross Holloway – City of Martinsville
Tim Miller - Bernardin, Lochmueller & Associates	Bill Williams – Monroe County
Mary Jo Hamman – Michael Baker Jr., Inc.	

II. Purpose of Meeting/Updates

Mary Jo with opened the meeting and explained that today's meeting would be an informal review of agencies comments incorporated in the Draft Environmental Impact Statement. She furnished all participants with a digital version of the DEIS. She then informed that Friday October 26, 2012 the DEIS would be published in the Federal Register and available on the I-69 website. The Public Comment Period will extend until January 2, 2013, providing more time than the required 45 day comment period.

The Public Hearing is scheduled for December 6, 2012 at the Monroe County Fairgrounds. The map room will open at 5:30 p.m. for interaction with members of the Project Team. The formal presentation will begin at 6:30 p.m. in the auditorium. There will be an opportunity for public transportation through Rural Transit again – we are asking that individuals requiring this service contact the Project Office. Postcards to be sent to property owners and others on the mailing list are currently under review. Sam suggested utilizing community announcements to help advertise the hearing. Sandra noted that a press release would be going out next week. She also suggested that perhaps the hearing could be included on a Community Event Calendar. It was noted that information regarding the Public Hearing would be available on the I-69 website.

Mary Jo advised the Public Officials Briefing would be earlier the same day as the hearing. The briefing would be informal with a similar format as the last Public Officials Briefing.

A meeting with the Bloomington Economic Development Corporation is scheduled in November and the Preferred Alternative will be discussed in general terms even though the formal hearing isn't until December 6, 2012.

Mary Jo reminded participants to have anyone call the Project Office with questions or to schedule a meeting. Section 5 Project Office hours will be Monday through Friday 9:00 a.m. to 4:00 p.m. and by appointment beginning October 29, 2012.

New maps with the Preferred Alternative 8 will be displayed in the Project Office. The maps should be the same as the ones used for the Public Hearing. Sam requested a condensed set of display maps for the INDOT Indy and Washington Offices.

The Project Team will be working on the Final Environmental Impact Statement from now until the end of the comment period on January 2, 2013. The FEIS is expected to be available the end of the first quarter of 2013. Anticipation is to deliver both the FEIS and the Record of Decision concurrently depending on public comments. Michelle from FHWA advised that Rick Marquis is the current acting administrator for the Indiana Division but FHWA hopes to have a new person permanently assigned by the beginning of the year.

Sam announced that I-69 Community Day Celebrations were held last weekend.

III. The Preferred Alternative 8

Mary Jo clarified that the Preferred Alternative is exactly as previously discussed with shifts both at Wapehani Mountain Bike Park and north of Griffith Cemetery. Adrian and Mary Jo met with a representative from Wapehani Mountain Bike Park to continue discussions regarding potential encroachment into the park. All interchanges in Alternative 8 are as has been previously discussed.

A paper copy of the DEIS is available at both Morgan County and Monroe County Libraries, as well as the Wells Library at Indiana University. The City of Martinsville will have their copy soon. There will be a DVD version of the DEIS available to the general public along with a limited number of paper copies.

IV. Comment Review

Ross with the City of Martinsville will get Martinsville's comments to Mary Jo. He had been holding off in efforts to include details for the "gateway".

A. City of Bloomington 9/26/12 Letter

Bicycle/Pedestrian accommodations will be considered at all interchanges if width is available. Any new structures will have some form of a bicycle/pedestrian path included.

Incorporated in the DEIS are comments about the shift at Wapehani Mountain Bike Park. This shift would include a bike/pedestrian path due to construction of a new bridge at 2nd St. /SR 45. If there is no shift and the bridge can be reused, it is possible to still evaluate including a bicycle/pedestrian path.

The DEIS does not include provisions regarding potential additional turn lanes on 3rd St/ SR 48 and possible bicycle/pedestrian path. The traffic simulation model is being refined to determine the needs at this intersection. Any required changes will be incorporated between the DEIS and FEIS.

The City of Bloomington's request regarding connecting 17th St. with their roundabout project is not included in the DEIS. It is outside of the I-69 Section 5 Area of Potential Effects. Michelle suggested the possibility of altering the Preferred Alternative, reevaluating and going outside of the boundaries. She included that impacts could be looked at and it could be added between the DEIS and the FEIS. Sandra explained that in the past similar topics were treated according to need and importance.

Bloomington's general statement of preference for median treatment is a grassy median and they have requested additional discussions. The Minimal Impact Alternatives do not include a grassy median through urban Bloomington. There is still the opportunity to consider other options as identified in the various alternatives. Michelle reminded that the Preferred Alternative is in the DEIS and any refinements will be defined for the FEIS.

The City of Bloomington has concerns regarding emergency access on the northwest side of Monroe County and would like for INDOT to explore routes. Continued talks with EMS are planned. Sandra advised that during the comment period there are usually meetings and hopefully the Project Team is able to get response times. Mary Jo informed that surveys have been received from all EMS respondents but not all have returned travel times and other documents. She also suggested that maybe the reason that EMS has not responded is that there are too many alternatives but now they can focus comments on one.

Adrian asked if the INDOT substation would have direct access. Both Mary Jo and Sandra responded no, that facility treated like any other, with access provided to the interstate only through an interchange.

There are 3 locations of potential candidates for noise barriers. Josh had previously mentioned that Bloomington does not want the "canyon effect". The potential locations are not across from one another so there should not be a "canyon effect", but property owners may not want the noise barriers. Mary Jo informed that surveys will go out within the next couple of weeks to potentially affected property owners to determine if noise barriers are desirable.

The City of Bloomington has voiced concerns regarding air quality. Mary Jo disclosed that the Project Team would be moving forward with what is required by law and asked if there was anything they suggest from a community perspective. Bill noted that at the Chamber of Commerce meeting it seemed as though the city had softened their views and want to address it with community groups and not just the city. There may be a realization from the city on what they have to do and what others may still want. Sandra said that they could be included in the state wide monitoring. Michelle advised to start with IDEM to help determine options. Sandra included that IDEM could potentially be brought in for the Public Hearing. Josh said that it probably would not be beneficial enough to bring IDEM in the night of the Public Hearing. Adrian believes that it keeps coming up because no one knows enough. Michelle questioned if education would help? Michelle confirmed ability to discuss the state process but can't help at the community level.

Comments regarding the list of local roads included for analysis of I-69 impacts in the table on page 5-209 were that traffic volumes appear to be lower than current traffic volumes. Mary Jo requested that Adrian and Bill get the current city and county traffic volumes to help verify the BLA module. Sandra supported that the state wide model shows lower traffic volume also. Adrian and Bill will get data to Mary Jo by October 31, 2012 and she will pass along to Tim.

There are 76 roads/drives/streets throughout the corridor on SR 37. Bill asked if farms were included. Mary Jo told that only actively used entrances were counted.

Plans are to continue discussions about traffic signals at 3rd St., Franklin Rd. and Wyndale Dr.

The City of Bloomington requests that truck routes in and out of the city periodically be monitored for damages caused by project related truck traffic. Mary Jo assured that is standard practice. She included that she can't envision shutting down SR 37 but may need to close some side roads during construction. The Project Team has not explored any other options.

It was suggested that utility coordination comments be included in formal comments during comment period. James informed that any special provisions require the City of Bloomington Utilities coordination.

Proposed design exceptions include the following:

- within urban Bloomington, the use of 11'-9" median shoulders instead of the standard 12'
- 5% grade from Beanblossom to Kinser Pike.
- Southbound through the bifurcation begins with a 2% grade then bumps up to 5%. The plan is to build a truck climbing lane and add guardrails

The pavement at the Arlington Rd. Bridge will be lowered 2" to achieve the 16'-0" clearance required for an existing bridge structure. James suggested possibly jacking up the bridge instead of lowering the pavement. Mary Jo said that could be something to

look at during final design but will have to provide a 16'-0 vertical clearance. Bill informed that he is okay with whatever INDOT and the Project Team decide. James added that it is an option for possible savings.

The existing pavement is in good shape with the possibility to rehabilitate. The cost estimates in the DEIS are with new pavement and those costs should be reduced if some pavement is reused with an overlay. That is one of the reasons for trying to stay on existing SR 37. Sandra advised that Indiana is moving to do non-evasive maintenance instead of tearing out pavement. Adrian asked if the FEIS will get into a more detailed level about pavement. Mary Jo said that she expects the FEIS will at least include where overlays are planned.

B. Monroe County Comments

Mary Jo advised that much of Monroe County's comments were covered by The City of Bloomington's comments. The type of interchange for the community's entry way will be evaluated as the traffic simulation is refined. It will be a final design decision. Sam added that the FEIS will be looked at during final design to see what works and can refine during design, so nothing is set in stone.

The construction of new county roads will comply with the INDOT Road Design Manual. Further discussions may be needed regarding road construction in some areas. There is no room for a cul-de-sac on the west at Acuff Rd. due to Maple Grove Road Rural Historic Landscape District. The cul-de-sac on the east side of Acuff Rd. may be of no benefit to construct, and will to be considered in final design. There is support for the inclusion of a bicycle lane at the cross roads of That Rd. and Rockport Rd. Part of response to Bloomington Chamber of Commerce is that the idea would include a bicycle path on one side and a pedestrian path on the other. Sandra requested that any efforts that involve Bloomington Chamber of Commerce be kept separate for Participating Agency efforts. The typical cross section on Fullerton Pike is being coordinated with Monroe County and their local project. Impacts associated with Yonkers St. are included in the DEIS.

The posted speed limit will be 55 mph in urban Bloomington and 70mph in rural areas. The Urban Area Boundary is at Kinser Pike. Monroe County supports the overpass at Kinser Pike.

Monroe County comments are supportive of a full interchange at Walnut St. There was a discussion about pros and cons of a full interchange and route options to get to the waste water treatment plant.

Bill gave his approval regarding the access road off of the Sample Rd. interchange that ties into Walnut St. on the east with no provisions for a bicycle/pedestrian path and includes a 5' paved shoulder. Bill will give comments and continue to discuss connectivity and upgrades to Simpson Chapel Rd. and Lee Paul Rd. He feels the existing vertical and horizontal alignment may prove difficult for truck activity.

Chambers Pike overpass includes provisions for a bicycle/pedestrian path.

Monroe County concurs with the plan to eliminate access at Bryants Creek Rd. The impacts and costs substantiate the proposed relocation of residents on Cooksey Lane. The elimination of access into the Morgan/Monroe Forest is acceptable to both Martinsville and Monroe County.

Chapter 7 in the DEIS includes some changes with support for various things from the City of Bloomington and Monroe County. Sandra informed that the 800.11 document is a Section 106 requirement. After Public Comment and activities the document is reviewed by SHPO. A Biological Assessment is essential for the Section 7 process. U.S. Fish and Wildlife will then determine how much mitigation is required. Sandra included that she expects the MOA with Karst to be similar to the MOA in Section 4.

V. Closing

Mary Jo announced that after the closing of the comment period on January 2, 2013 the Project Team will work heavily on the preparation of the FEIS. Michelle included that if there are any complaints about the comment period time frame to remind them that only a 45 day comment period is required and we are providing a greater time frame than required.

There was a discussion about when then next Participating Agency Meeting should be held. Would it be more valuable before or after the Public Hearing? It was agreed to cancel the November meeting and hold the next meeting on December 12, 2012, after the Public Hearing. If any questions or situations arise participants will contact Mary Jo to let her know. The Project Team will be happy to conduct meetings if any individuals or groups have questions or concerns.

Josh inquired as to when Section 5 might be presented to Bloomington's MPO for inclusion in the Transportation Improvement Plan. Sandra said that she thought it wouldn't be until March. Josh reminded that Bloomington doesn't have a TAC or CAC meeting in December. He noted that the MPO could hear Section 5's presentation in February, but must request in early December to do so. The Technical Advisory and Citizens Advisory Committees needs at least a month advanced notice. He confirmed that the Bloomington MPO would target February unless they hear otherwise. Mary Jo noted that The Preferred Alternative 8 would be presented at The Technical Advisory Committee Meeting in November.

Martinsville's annexation is effective November 11, 2012. Ross said that he doesn't foresee any complications.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
December 12, 2012 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

Sam Sarvis - INDOT	Lisa Manning - Michael Baker Jr., Inc.
Michelle Allen - FHWA	Rick Coppock – Town of Ellettsville
Tim Miller - Bernardin, Lochmueller & Associates	Josh Desmond – City of Bloomington
Julie Thurman – Michael Baker Jr., Inc. (Baker)	Bill Williams – Monroe County
Lorraine Richards - Michael Baker Jr., Inc.	Adrian Reid – City of Bloomington
David Miller - Michael Baker Jr., Inc.	

II. Purpose of Meeting

Baker opened the meeting with introductions and briefly reviewed the meeting agenda. The purpose of the meeting is to share general comments from the Public Hearing and feedback from the Community Advisory Committee Meeting. Baker would also like to solicit more information about the access to Bloomington's Waste Water Treatment Facility and Wapehani Mountain Bike Park. A meeting is tentatively scheduled for next Monday to discuss ADA topics regarding bicycle/pedestrian crossings.

III. Comment Review

Baker summarized comments received to date from the public:

- Safe access out of driveway on Rockport Rd. and doesn't want to see the bridge from their home
- Access to medical buildings on Fullerton Pike
- Suggestion to move Fullerton Pike interchange south of hospital
- Improvements to Fullerton Pike and Leonard Springs intersection
- Neighborhood support for noise barriers
- Support to close Yonkers St. for safety and to slow down traffic
- Support for Tapp Rd. interchange for access to medical center
- Improvements to Sims Lane and Sharon Dr. since Judd Ave will be closed
- Concern using Leonard Springs Rd. as an access road and only providing access from the east on Tapp Rd. (likely a misinterpretation or misunderstanding)
- Support to obtain a segment from Wapehani to save homes. Use barriers to reduce noise. Visually enhance the park.
- Against obtaining a segment of Wapehani because of impacts to trails

- Request for a bicycle/pedestrian crossing between 2nd St. and 3rd St. due to increased traffic from closure of other roads. Concerned about safety of those crossings.
- Access on 2nd St. for Sam's Club move to the west and upgrade entrance
    - Adrian Reid noted that Bloomington is talking to someone about reusing the old Walmart location.
- Access in and around to businesses on Industrial Dr.
- Oppose closure of Hensonburg Rd.
- Concern regarding increased truck traffic on Crescent Rd. because of proposed Transfer Station
    - Adrian advised that JB Salvage Yard is proposing a recycling facility.
- Business access more complicated for Vernal Pike
- Connection of streets over the railroad desired
- Request for a stoplight at Crescent Rd. and 17th St.
    - Adrian asked what is proposed.
    - Baker noted a stop sign for Crescent Rd., free-flow for 17th St..
- Request for additional information regarding Kinser Pike overpass
- Support for full interchange at Walnut St. for local traffic
- Support for partial interchange at Walnut St. because it would be less expensive and serves local traffic, it could be upgraded later
- Property owner request to extend western access road (southwest of Sample Rd.) past Thompson Furniture to access the northeast corner of his property
- Keep local access road near Ellis Rd., close to I-69
- Sample Rd. south - plant trees for noise barriers
- To minimize displacements near Wayport Rd., allow access road to connect with neighborhood
- Windsor Private has noise concerns and would also like to review results for noise and mitigation plan
- Simpson Chapel Rd. neighborhood requests sound barriers
- Request for bridges at Bryants Creek Rd. due to flooding and buses wouldn't be able to get in or out
    - FHWA inquired to the cause of flooding.
    - Bill Williams informed the group that Bryants Creek Rd. intersects with the creek in three places.
    - Baker noted that when it floods Bryants Creek Rd is not passable.
    - FHWA asked if residents in this area were a relocation.
    - INDOT is considering the acquisition of the first few homes because of the closure of the access at SR 37, but for those that are located beyond the first intersection of the creek flooding is considered an existing condition.
- Concerns regarding Emergency Medical Service (EMS) to Bryants Creek Rd.
- Request to build access road to Old SR 37 instead of buying out properties.
- Support for an interchange at Liberty Church Rd.
- IDEM provided comments on the Karst Report
- Property owner questioned relocation process, wants to understand timing, suggests scheduling a meeting to discuss signage for businesses
    - Baker reported that this property owner had talked with INDOT relocation representatives at the Public Hearing.
- ESM responders estimate increase in the current 6 minute response time and would like an interchange at Burma Rd.

- Four lanes can't handle traffic until 2035
- Current two lanes on Walnut St. can't handle increased traffic from full interchange
- Requirements to upgrade bridges to interstate standards
- Noise can be reduced by the type of road and material used
- Funding issues - range from I-69 not needed at all to an urgency of needing it now

IV. Participating Agency Discussion

Participating Agency Members were asked what feedback they have been receiving and asked how they thought the Public Hearing went.

- Bill Williams informed that he has heard about the same thing as everyone else. He thought the hearing was more meaningful than the Section 4 Public Hearing.
- Adrian Reid included that the comments from speakers were more balanced than he thought they would be. He stated that bicycle/pedestrian crossings are important amenities to Bloomington and the City would like to continue discussions.
    - Baker noted the upcoming meeting for ADA topics regarding bicycle/pedestrian crossings scheduled for Monday, Dec. 17, 2013, 8:30 am.
    - INDOT and FHWA asked for more details as to who would use a separate crossing or where to build it. The focus needs to be on what the bridge would be connected to. There needs to be a separate plan so that it would be utilized. Adrian noted that the City is still collecting information.
    - Bill thought that the Bloomington Bicycle Club would submit a plan with their comments, and it is believed that they would like their own structure.
    - Adrian disclosed that Bloomington's Greenway Plan doesn't include a plan to connect the bicycle/pedestrian path. Adrian thought that 3rd St. would be what the city would request since it has already been upgraded.
    - Bill informed that the Bloomington Chamber of Commerce is meeting next Wednesday and hopefully details can be addressed.
    - INDOT/FHWA asked the City to provide comments stating their desires specific to this issue.

Displays presented at the Public Hearing included two options regarding Wapehani Mountain Bike Park. The Project Team has not heard anything back from the City of Bloomington regarding Wapehani Mountain Bike Park.

- Josh Desmond and Adrian said that they have only received one comment from a resident that is a potential relocation in either option at Tapp Rd.
- FHWA reminded the group that Wapehani is a Section 4(f) resource and the discussion has to be about the resource. Discussion followed about the cost savings, resource impacts, potential mitigation involved. INDOT stated that they need a written response from the city on this matter.

Bill asked about the cross sections for rural overpasses in regards to rural trails and noted the county would like to include widening on the roads similar to what was done for the county roads in Section 4.

- Baker provided Bill a set of cross sections for rural overpasses for his review of shoulder widths and asked that he provide any other comments about options to address bicycle/pedestrian needs. Baker explained that it is possible median widths may change at Chambers Pike and Rockport Rd.

The Project Team is seeking feedback on development plans at Liberty Church Rd.; however, Ross Holloway was not in attendance. BLA noted that the interchange impacts a creek and the team would like to be ready to respond to resource agency questions and comments. The Martinsville's Reporter Times recently reported that a law suit had been filed against the Martinsville's annexation plan.

Feedback regarding Walnut St. interchange and Bottom Rd. was requested. FHWA asked if the closing of Bottom Rd. is a concern with the partial interchange.

- Bill explained that Walnut St. is a transportation network to Ellettsville and inquired if INDOT could assist in connecting Sample Rd. to Bottom Rd. as an alternative route.
    - INDOT asked if the intent was for development, mobility or commercial.
    - Bill explained that it is zoned to allow all of this with the potential to get to Ellettsville and development in the area.
- Rick Coppock added that Ellettsville supports alternative access routes to Ellettsville.
- Bill confirmed that Sample Rd. to Bottom Rd. is in the county's thoroughfare plan and explained that if assistance with this connectivity could be provided, there wouldn't be a need for a full interchange at Walnut St.
- INDOT asked if Bottom Rd. is used for local access and if closure of the road as it exists today would have impacts on residents.
    - Bill reported that residents use Bottom Rd. as an alternate route for Kinser Pike.
- Adrian included that Bloomington would also support a partial interchange at Walnut St. with the inclusion of Lawson Rd. (the Sample Rd. to Bottom Rd. connection mentioned by Bill).

The city noted that Bayles Rd. connects to Kinser Pike but that it is narrow and in need of improvements. The Project Team has talked with the Monroe County Community School Corporation about upgrades to Bayles Rd. for bus access and because of the Waste Treatment Facility.

Bill agreed to provide the Project Team with supporting information about the ideas mentioned today and a few others. INDOT noted that they would also look into possibilities related to assisting with existing local roads, but wanted the group to also recognize the opportunities from change of usage of SR 37.

Adrian inquired about the stretch on 17th St. near Arlington Rd. that has sight distance issues. When Vernal Pike is rerouted, the city anticipates issues from increased traffic and noted that if truck traffic increases it could be a safety issue.

FHWA noted that areas outside the corridor could be looked at as separate projects. It was agreed that the Project Team would mediate discussions and coordinate with participating agencies and then get back to INDOT. FHWA reminded the group that requests need to be in their written comments or they won't be addressed. It is also important that INDOT/FHWA gain a better understanding of Bloomington's priorities.

BLA reported that the North Clear Creek Historic Landscape District has been logged recently asked the City to check into whether a permit was issued. FHWA asked if anyone had heard of Indiana Bat concerns from the logging and suggested that local permits include a reminder about Endangered Species, as well as contact information. FHWA also reminded the group that INDOT has to follow restrictions with Endangered

Species guidelines and to please refer any questions and comments to INDOT. BLA also noted that the trees served as a visual buffer for I-69 and suggested that the County also look into possible effects to their Fullerton Pike Project. BLA will update the SHPO regarding the logging.

Adrian inquired as to the use of concrete barrier past Arlington Rd. Baker clarified that there are potentially 3 lanes up to Sample Rd. but the median widens enough for a guardrail and grassy median once past SR 46. BLA advised the 3rd lane from Kinser Pike to Sample Rd. may not be constructed until needed.

V. Coordination Activities

Baker updated participants on coordination efforts since the last Participating Agency Meeting.

- At the November 28th Bloomington TAC and CAC Meetings the Project Team presented Preferred Alternative 8.
- December 4th was the Committee Advisory Committee Meeting at Ivy Tech.
- The Public Hearing was held at the Monroe County Fairgrounds on December 6th with the formal comment period open until January 2, 2013.
- Bloomington Township Fire and Rescue met with members of the Project Team on December 11th to discuss Preferred Alternative 8. They will provide comments stating their concerns.
- An EMS coordination meeting is scheduled for early January 2013.
- The Project Team met with the Professional Golfcar Corporation December 12, 2012 regarding concerns about the relocation process.
- Another meeting with Vernal Pike Business Owners is scheduled for December 19, 2012.

VI. Closing

The next participating Agency Meeting is scheduled for January 16th. A letter to US Fish and Wildlife Service should be going out in January or February. INDOT also plans to send a notice to potentially affected property owners explaining what to expect. All relocation questions should be directed to INDOT, and it was cautioned that all right of way determinations are still viewed as potential at this stage.

Adrian said that the city has received a comment to include an interchange at Vernal Pike and asked if that was possible since it also an EMS exit. FHWA responded that a break in access is not likely because it is too close to the SR 46 and 3rd St. interchanges.

INDOT noted that they are pleased with the number and caliber of comments received. If everyone can come together to provide the best understanding of what the community wants, that would give the best opportunity to accommodate. Now is the decision point for Public Officials.

INDOT is verifying costs within Bloomington MPO boundaries, but is hoping to be on the February Bloomington MPO Meeting agendas.

Section 4, Segment 2 letting is scheduled for March 6, 2013 with a design/build option.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary
Participating Agency Meeting
February 20, 2013 2:00 PM (EST)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees and Purpose of Meeting

Sandra Flum - INDOT	Lisa Manning - Michael Baker Jr., Inc.
Tim Miller - Bernardin, Lochmueller & Associates	Adrian Reid – City of Bloomington
Mary Jo Hamman - Michael Baker Jr., Inc.	Josh Desmond – City of Bloomington
Julie Thurman - Michael Baker Jr., Inc.	Ross Holloway – City of Martinsville
Lorraine Richards - Michael Baker Jr., Inc.	Bill Williams – Monroe County
David Miller - Michael Baker Jr., Inc.	Rick Coppock – Town of Ellettsville

Baker opened the meeting and thanked participants for their participation. Baker explained that the agenda would provide a review what is being recommended to advance to the Refined Preferred Alternative. INDOT requested that Ross coordinate with Brian Malone regarding utility coordination with Martinsville. INDOT will provide emails to both Ross and Brian.

II. Updates

Baker explained that the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP21), encourages combined publishing of the FEIS and ROD. Continuing to respond to comments and moving toward publication of a combined FEIS and ROD in June, 2013.

The Project Team has been meeting with INDOT and FHWA to discuss potential changes to the preferred alternative. Based on these meetings, what is seen today will most likely be what is advanced into the FEIS. So, if specific comments haven't been addressed or if there is anything else anyone would like to be considered, now is the time to discuss it. The right-of-way limits are being set this week then impacts will be calculated.

III. Adjustments to the Refined Preferred Alternative

A. Liberty Church Road

The Liberty Church Road interchange has been reconfigured and shifted north to minimize impacts and construction in the floodplain. This also allows for the reuse of the bridge over Little Indian Creek, which was shown as impacted in the DEIS Preferred Alternative. Ross, speaking on behalf of Larry, requested that preference be given to Godsey Road for free flow traffic and that the "T" be used at the access road. INDOT noted that the FEIS would capture the commitment for preferential treatment to be given to Godsey Rd. Baker will followup with Larry.

Liberty Church Road allows for 8-foot shoulders included on the overpass bridge. Ross noted that this is acceptable. There are no current trail plans but there is some bicycle use from Legendary Hills. The access road would have 5-foot shoulders with 11-foot lanes. Ross noted that 8-foot shoulders are desirable on the access road, even if only on one side.

Coordinates for the Booster Station have been received but we still need to look at the footprint. Ross observed that from the maps it looks as though the Booster Station is in the road. The coordinates taken at the west end of the generator slab are 30-40 feet long, and there are also water mains through that area which would be under the pavement. There is a 50-foot wide recorded utility easement with intent for a future sanitary sewer. Modifications to the curvature on the access road may been needed to avoid. Ross will provide additional documentation, if needed.

B. Turkey Track Road

The gravel drive section on Turkey Track Rd. would be rebuilt and connected as the access road. There are four parcels located on Turkey Track Road at the county line that would require EMS services and Monroe County Schools to travel north to the Liberty Church Road interchange then back down to gain access. Residents on Cooksey Lane and Petro Road are slated for displacements. David explained that there was concurrence by both Monroe County and Richland Bean Blossom School Systems at the School Transportation Meeting held earlier today in regards to displacement of these homes. Ross said that Morgan County would have access because they would be coming from the north but EMS services are by Township. Morgan County has an interlocal agreement while Township and County EMS have an agreement among themselves and they normally do not cross county lines when EMS is County. Ross suggested purchasing properties on both the east and west sides. David informed that Monroe County Schools said it was unknown if school age children are currently in the homes but they have to treat the homes as though there are and that it might be cheaper to pay tuition for them to go to Martinsville schools.

EMS has also expressed concerns about the ISO ratings. INDOT would like to determine if there is an opportunity for an interlocal agreement between the counties to help address this issue.

Ross explained that existing conditions are improved with the new Booster Station, which improves the flow at fire hydrants. He suggested coordination with Scott Manley from Washington Township and Norman Voyles with Morgan County. Faren Livingston would be the contact for Bloomington Township/Monroe County. Mary Jo will coordinate a meeting to determine possibilities. Road repair and snow removal is currently handled by the County.

C. Bifurcation

No changes are proposed through the bifurcation area.

D. Simpson Chapel Road/Wayport Road Area

Simpson Chapel Road - The west side access road north of Simpson Chapel Road has been revised to construct a parallel access road instead of using a portion of Lee Paul Road. Properties were being taken anyway and this change would address the poor condition and substandard width associated with using existing Lee Paul Road.

Wayport Road - Revisions have been made to follow and use existing Wayport Road rather than construct a new parallel access road.

E. Walnut Street

The partial interchange would be used at Walnut Street. FHWA is currently reviewing the memo requesting their approval. Baker explained that the existing structure is being reused. A maintenance project would raise the deck and widen the bridge to obtain the 16-foot clearance and provide a shoulder.

Northside Exchange Club has involvement with the Welcome to Bloomington Sign at this interchange. FHWA has restrictions on what can be in the clearzone area. Josh asked if the sign would need to be removed or just modified. INDOT suggested they start considering ideas and refer to Beautify Indy (Airport/Downtown I-70) in case it needs to be removed. INDOT will verify with DLZ that the sign is not disturbed with the bridge maintenance contract expected this summer.

As a result of comments from EPA and a request to reduce impacts to the floodplains in this area, the access road on the east side of I-69 between N. Walnut Street and Connaught Road will be removed. The access road will cul-de-sac at Connaught Road to provide access to Hoosier Energy and the McConnaughy's property. Approximately 14 vehicles per hour travel the road during peak hours. Hoosier Energy's access will be from Sample Road. Baker will be meeting with Hoosier Energy again to talk about specific issues that they have brought up.

F. Vernal Pike

Baker explained that the grade for the Vernal Pike overpass will be reduced from 7.9% to 7% to match the county's improvements. This extends the footprint about 100-feet in length but the potential displacements are the same. The city's requested 8-foot multi-use path is included on the bridge. Bill noted a 10-foot width would be consistent with other paths being put in. Adrian noted that the city prefers the buffer if the room is available (i.e., an 8-foot path, with 5-foot buffer); if not, a 10-foot path would be acceptable. The path can follow the contour of the road.

Several comments have been received relating to the Vernal Pike area regarding local connectivity and access. Baker has looked into the feasibility of various options. INDOT recognizes the additional access concerns at this location and others, and is in the process of compiling a list of potential local projects for the City and County to consider how to pursue. The Vernal Pike to 17th Street overpass would be one of the first projects and the traffic signal would remain until the grade separation is open to traffic. Baker explained that businesses have asked for this and one of the main reasons for an overpass at this location is maintenance of traffic during construction. An underpass was preferred but changed to an overpass to be able to minimize impacts and construct without impeding traffic.

G. Crescent Road/17th Street

Current plans are to provide a stop where Crescent Road ties into 17th Street with room for east/west left turn lanes. The design year 2035 does not warrant a traffic signal and a round-about is too difficult. INDOT is committed to the footprint for turn lanes but no right-of-way will be acquired. Baker is looking at adequate turn radius for trucks.

Any improvements beyond the Crescent Road intersection would be outside the Area of Potential Effects and would need to be considered as a separate local project. Adrian stated that part of the city's request includes improvements to 17th Street and that Crescent Road is not ready for truck traffic. The City recently improved the Vernal Pike / Crescent Road intersection, and it would most likely need a smoother curve for Crescent Road to tie into Vernal Pike.

Baker informed the group that DEIS comments were received regarding increased truck traffic on Crescent Road because of IDEM possibly permitting a proposed Transfer Station. INDOT noted that they have shared these concerns with IDEM.

H. 3rd Street

Micro simulation results show the need to do additional upgrades and changes to the 3rd Street /SR 48 interchange. In the existing configuration, the model shows that traffic is backed up onto the mainline. The interchange mainly fails northbound I-69 and eastbound 3rd Street. One option looked at was a SPUI. Another feasible option considered was adding ramp lanes for extra storage

capacity and converting the raised island on the bridge to an additional left turn lane (96th Street is an example that moves traffic well). Traffic operations work within the right-of-way footprint that is there today, and INDOT will continue to look at further refinements to the configuration as they move into final design.

Baker is currently evaluating the City and County's request for a 10-foot multi-use path with 5-foot shoulders. The bridge currently has a 10-foot shoulder and an additional 7-8 feet on each side of the bridge is needed beyond that for offset. Retaining walls are being considered in the southeast and southwest quadrant to minimize displacements and stay in the right-of-way. McDonalds is tricky, the drive-thru is at the edge and a temporary right-of-way easement would be needed during construction. If added as a displacement, a followup meeting would be held with them (and any others that were not initially identified as a potential displacement in the DEIS).

Adrian asked if the bicycle/pedestrian lane would have a 10-foot path, 5-foot shoulder and a curb. Baker confirmed, but noted that it is only proposed between Franklin Road and Gates Drive. Liberty Drive is out of the Area of Potential Effects. There are dedicated double lefts and double rights planned for in the design, but conversion of the raised median into a left turn lane may not be needed initially.

I. 2nd Street

For the FEIS, it is proposed that there is no shift on the mainline alignment and that the bridge at 2nd Street /SR 45 is reused as is. The City has requested a 10-foot multi-use path on the north and a 5-foot sidewalk with grass setback on the south. The bridge has 10-foot shoulders which can be converted to a 10-foot multi-use path on the north. Lanes may need to be shifted into the median area, but basically the existing structure can provide for the 10-foot path on the north and 5' sidewalk on the south across the bridge. To stay out of the frontage road in the southeast quadrant, a 2:1 slope with handrail may be needed. Accommodations are included between Basswood Drive and Liberty Drive.

Ohio Electric already has transmission towers within the loops of the interchange. May be able to design around without relocating, will continue to look at in final design.

INDOT is considering a potential right-in/right-out for Sam's Club. Adrian asked if a roundabout had been considered at the ramp terminal and if it would assist with the right-in/right-out. INDOT reminded the group that the requirement is not to alter the highest and best usage and the access at the stop light achieves that. Bill observed that heading westbound you won't be able to use the right-in/right-out. Baker replied that is correct and there are no good options.

Recent improvements at Liberty Drive did not include a crosswalk to tie into and cross. There will be further discussion to determine if there is a way to get a bicycle/pedestrian path across at Liberty Drive.

J. Tapp Road

Bicycle/pedestrian path on the north in the DEIS Preferred Alternative allowed for 5-foot sidewalk, 5-foot grass, 5-foot shoulder, curb and lanes. The City requested a 10-foot multi-use path. To provide the 10-foot multi-use path, the 5-foot grass and 5-foot shoulder would be changed to a multi-use path adding 5-feet additional width across the bridge. The south side affords a 5-foot sidewalk carried across the bridge. Bill noted there is an existing sidewalk in the southwest quadrant of Tapp Rd.

Barger Lane - The Preferred Alternative included in the DEIS shows the access to Hickory Hills Trailer Park on Maple Leaf Dr. In response to comments about the additional traffic through neighborhoods, INDOT is considering connecting Barger Lane to Danlyn Road instead. Baker would meet with homeowners on Danlyn Road in advance of publishing the FEIS/ROD. It was suggested that the connection might be located where displacements are already proposed and run parallel with Tapp Road. Bill requested a cul-de-sac for Hickory Leaf Dr. and then removal of the pavement to Tapp Road because the County would not be able to access that road segment through private property to maintain it.

West Side Utilities - Initially we were shifting off of alignment to avoid Wapehani Mountain Bike Park, but now that we are not shifting alignment and following Alternative 7, retaining walls are being considered to avoid purchasing right-of-way and reduce relocation of utilities. Can stay in the current right-of-way using retaining walls except at the interchange, impacts will be included in the FEIS. Baker will coordinate to move underground gas line and any overhead utilities in the summer.

K. Fullerton Pike

West of I-69, revisions have been made to the curve in an effort to avoid or reduce impacts to properties on the south. The revisions taper into the existing 2 lanes, but extend the limits further west to allow for a 45 mph design speed.

The bicycle/pedestrian accommodations provided are the same as at Tapp Road. A 10-foot paved width would be carried across the bridge. There is an additional cost but the footprint remains the same.

L. Rockport Road

The Refined Preferred Alternative provides for 12-foot lanes with shoulders, raised medians are not being proposed. Adrian said that the City preferred not to maintain them. Bill asked if there is room for a left turn lane on Rockport Road onto Fullerton Pike. Baker is still evaluating this intersection but would add the turn lane if needed. Baker will also coordinate with Structure Point for the environmental and alignment at the Rockport Rd. intersection.

IV. Local Projects

INDOT asked participants what they considered important local projects related to I-69 that should be considered for INDOT participation as separate projects. The list included:

- 17th Street
- Crescent Rd.
- Bayles Rd.
- Lawson Rd. /Sample Rd.
- Acuff Rd. / Prow Rd.
    - Adrian suggested that the cul-de-sac at Acuff Road utilize a curve connection instead of a "T" with a design speed of 30 mph and removal of the pavement on the unused piece.
- Simpson Chapel Rd.
    - Baker is currently looking at changes in traffic.
- Industrial Park Dr.
    - Adrian asked if plans included a connection across the railroad from Industrial Park Drive to Whitehall Crossing Blvd. Bill explained that he had an at-grade crossing approved through administrative law act before Kohl's was built. He will review the at-grade railroad crossing documentation to determine for further consideration as a separate County project. There are 3 sets of tracks at the crossing of railroad behind Kohl's. The logical place for the connection is in front of Kohl's. Industrial Park Dr. is owned by the County, while Whitehall Crossing Blvd is owned by the City.
    - Discussed possibilities for connections also considered by Baker that could be done as local projects.
    - INDOT asked if the study conducted by Rose Hulman for a bicycle/pedestrian trail using the railroad was something the city and community might pursue. Adrian responded that they probably would not but that the study might be on the Bloomington MPO or Planning website. He will get the study results to Baker.

Liberty Drive

- No changes are proposed at Liberty Drive. Adrian said the City is considering extending the right turn lane on Liberty Drive. There is enough capacity on 3rd St. /SR 48 to allow.

V. Closing

Baker suggested the opportunity to hold the next Participating Agency Meeting after writing for the FEIS/ROD is completed since there are no requests for agenda items at this time.

The Biological Assessment was submitted to USFWS on December 19, 2012 for review. USFWA allows up to 135 days to issue the Biological Opinion with mitigation actions needed to publish in the FEIS/ROD.

Baker is currently writing FEIS chapters and finishing comment responses that are included as a Volume to the FEIS. This will be sent to FHWA for prior concurrence and legal sufficiency overview. Baker will then respond to any feedback provided from FHWA.

There are plans to meet with USEPA and other resource agencies to respond to their comments such as the east access road.

A Public Participation Notice was published in today's paper proposing I-69, Section 5 to be included in the Transportation Improvement Program (TIP) Amendment. The TIP Amendment request is on the agenda for the April 12, 2012 Bloomington Metropolitan Planning Organization Meeting. Baker will send an email to the three committees to inform them of the TIP Amendment request and the 30 day comment period. Josh would like to have time to compile comments and be prepared for the meeting. Cost estimates were based on the design as presented today, and construction estimates include widening of the bridges.

INDOT explained there have been about 17 responses from the Request for Information interested in the innovative finance and delivery. INDOT will decide how to move forward and get to construction by the end of the year. INDOT clarified that innovative financing has nothing to do with tolling.

A Request for Proposal will be released within the next couple weeks asking for technical advice to help with design provisions that would guide as a design/build project.

Jim (Sam's replacement for this part of the project) or Sandra will be representing INDOT will be represented at the Bloomington Technical Advisory Committee and Citizen's Advisory Committee Meetings next week.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary
Participating Agency Meeting
March 20, 2013 2:00 PM (EST)
Conference Call

I. Attendees and Purpose of Meeting

Michelle Allen - FHWA	Lisa Manning - Michael Baker Jr., Inc.
Tim Miller - Bernardin, Lochmueller & Associates	Bill Williams – Monroe County
Mary Jo Hamman – Michael Baker Jr., Inc.	Adrian Reid – City of Bloomington
Dave Miller - Michael Baker Jr., Inc.	Josh Desmond – City of Bloomington
Julie Thurman – Michael Baker Jr., Inc.	Jim Peyton – Michael Baker Jr., Inc.

Baker opened the conference call meeting reminding participants that at the February 20, 2013 Participating Agency Meeting it was decided to postpone the March meeting until Baker could provide draft chapters of the FEIS for review. Today's meeting will provide an updated schedule and answer any questions about what is being provided in the Refined Preferred Alternative or any outstanding issues.

II. Updates

Baker is preparing for the Bloomington/Monroe County Metropolitan Planning Organization's Citizens Advisory Committee and Technical Advisory Committee meeting next week. The Transportation Improvement Program (TIP) Amendment request is on the agenda for the April 12, 2013 BMCMPO Policy Committee Meeting. Baker asked if there were any questions the group had that the I-69 Team could help answer in regards to conversations with the Policy Committee.

- Adrian and Josh noted that they have kept others informed. They noted that an INDOT response to the request from the Chamber Collaboration group would be helpful.
- Josh asked about the status of the Wapehani Mountain Bike Park coordination. The MOA between the City, INDOT, and FHWA has been drafted and Margie has provided cost estimate information. FHWA noted that what they received seems to be in line with expectations and that it was close to being ready for signature.
- Adrian mentioned that erosion control came up at one of their recent meetings. INDOT should be prepared to address concerns about erosion control. INDOT is currently operating within the terms of the permit.

- Adrian also noted that INDOT should also be prepared to address issues related to fiscal constraint.
- Josh stated that the MPO has only received 3 written comments as part of their formal comment period so far. Comments are generally related to requesting that the MPO not include the project in the TIP.
- Bill noted that the chamber group had questions regarding the road system outside of the corridor and if any assistance would be provided. The City and County are working on some cost estimates and will provide to Baker and INDOT for review. They are addressing some of the projects that have been outlined in the Chamber requests.

FHWA noted that there has been much effort from INDOT to include the Chamber, City, and County in coordination process in Section 5. INDOT has been at all the Policy Committee meetings; Baker has been at all the TAC and CAC meetings. Hopefully, INDOT responses are adequate.

The schedule continues to be that the combined FEIS/ROD be issued in the Spring of 2013. The ROD won't be approved until the MPO includes the project in the local TIP.

Baker asked if there were any early FEIS chapters that the group would like to review. The participating agencies felt that based on their previous review of early chapters for the DEIS, review of the FEIS chapters was not necessary.

Tables in Chapter 5.6 are being restructured for the FEIS. The tables will include traffic volumes and level of service for surrounding roadways adjacent to I-69. The modified list will reflect local roads parallel I-69 and/or those that cross at grade separations. Baker will email list of roadway links included in Chapter 5.6 of the FEIS to participants for their review.

Next meeting is scheduled for April 10, 2013 via conference call, unless determined that the group needs to meet in person.

Section 5 Environmental Studies
Evansville to Indianapolis

Meeting Summary

Participating Agency Meeting
May 8, 2013 2:00 PM (ET)
I-69 Project Office
3802 Industrial Blvd. Unit 2
Bloomington, IN 47403

I. Attendees/Introductions

David Butts - INDOT	Mary Jo Hamman - Michael Baker Jr., Inc.
Michelle Allen (via telephone) - FHWA	David Miller - Michael Baker Jr., Inc.
Tim Miller - Bernardin, Lochmueller & Associates	Josh Desmond – City of Bloomington
Julie Thurman – Michael Baker Jr., Inc.	Bill Williams – Monroe County
Jim Peyton - Michael Baker Jr., Inc.	Adrian Reid – City of Bloomington

II. Purpose of Meeting

This is expected to be the final meeting of the I-69 Section 5 Participating Agency Group. We will address any outstanding issues from previous meetings.

III. Discussion

Mary Jo Hamman (MJH) opened the meeting. She noted that draft minutes from the April 30, 2013 coordination meeting with Bloomington and Monroe County, including specific Bicycle/Pedestrian dimensions at various crossings, had been sent to the membership earlier in the day. These updated cross sections will be part of the Final Engineer's Report.

The group briefly looked over the typical cross sections and MJH asked the group for any feedback by the end of the day, if possible.

Adrian Reid (AR) asked if this meant that these parameters were now "set-in-stone" and MJH responded that future discussions are still possible as the design phase begins, however these are the dimensions that will be included in the FEIS and Final Engineer's Report. Julie Thurman (JT) said that INDOT had wanted some finalization for purposes of clarity.

MJH updated the group on the schedule for release of the Final EIS and Record of Decision (ROD). The end of Spring 2013 is still the target. She said they were waiting on a couple of items.

Tim Miller (TM) commented that one of the items was the agreement between the City of Bloomington, INDOT and FHWA regarding use of Wapehani Mountain Bike Park. AR asked if there was action required on his part. MJH responded that it was Baker's understanding that the requested edits were being finalized by INDOT and that the document will be routed to the City for signature soon.

MJH reported that the last of the CAC meetings was held May 1, 2013 at the Holiday Inn Express. One of the items discussed at that meeting was that a stand-alone bicycle pedestrian bridge was not included in the Refined Preferred Alternative 8 as part of the FEIS/ROD. It was also noted that while it is not included as part of the I-69 project, it could still be considered as a separate project coordinated through the INDOT Seymour District. Today's Bloomington Herald Times had published an article regarding continued support for this structure from the Bloomington Bicycle Club.

MJH reported upcoming Open House style meetings with two neighborhood groups:

- Danlyn Road neighborhood (May 8, 2013)
- Hickory Heights Trailer Park neighborhood (May 9, 2013)

  The meetings will allow discussion of the changed access for Barger Lane in the FEIS as compared to the DEIS. (Barger Lane connecting to Danlyn Road rather than to Maple Leaf Drive will provide access for the trailer park.)

MJH referenced the Kitchen Table Meeting process currently underway, and that it was expected that the Technical Procurement Advisor (TPA) would be taking over this outreach soon.

MJH gave details on four potential displacements that were not shown in the DEIS but will appear in the FEIS. Individual meetings are being held with each affected property owner.

- McDonalds in the northeast quadrant of the SR45/3rd Street interchange (due to added width of Bicycle/Pedestrian accommodations at this location). MJH reported that a meeting is scheduled with the owners in Indianapolis on May 9, 2013.
- Two Monroe County property owners along Bryant's Creek Road (due to access issues); (Caito and Asher)
  - A meeting has been held with Caito and one will be set up with the Asher(s)
- Morgan County property owner (Niese) on April 20, 2013, because of access issues

MJH reported that two other public outreach meetings are scheduled at this time:

- May 16, 2013 with the Windsor Private Neighborhood Association
- May 24, 2013 with the W. Sample Road neighborhood.

The Project Team will be attending the BMCMPO Policy Committee meeting on Friday, May 10, 2013.

MJH asked if the Candlewood Suites project, noted in the Bloomington Herald Times on May 7, 2013, has formally been approved. AR indicated it has been. The Project Team has incorporated this facility in the noise analysis and currently anticipates that it will be below the threshold values. This will be included in the FEIS.

MJH asked the group if anyone had questions regarding the Refined Preferred Alternative 8; none did.

IV. Closing

MJH discussed the fact that this is anticipated to be the last of the Participating Agency Meetings and thanked all of the members for their contributions. Michelle Allen (MA) of FHWA also gave her thanks and stated that the process has worked very well and may be used as a model for future projects.

MJH thanked the participants and adjourned the meeting.