



Raymond Hess <hessr@bloomington.in.gov>

Regards to I-69

1 message

S Christopher Rollins <propilot3000@gmail.com>

Thu, Sep 8, 2011 at 10:27 PM

To: mpo@bloomington.in.gov

Cc: Thomas & Sandra Tokarski <carr@bluemarble.net>

To whom it may concern...

DO NOT put I-69 in the MPO.. I as a citizen of the USA and BORN and Raised in Bloomington INDIANA.,

I loudly oppose the I-69 project and find that the moneys and time and energy should be spent in other areas.. LIKE EDUCATION, and to get our kids better teachers and education materials.. and OR improving the roads we already have would be a big big addition..

SO do not put the I69 in the MPO...

Thank you for your time

C

***-"Winners Never Cheat, even in tough times"
"Honor in Business is the most important
thing"- Jon Huntsman***

=====

S Christopher Rollins, capt

Haw ker Pilot/PIC

Emergency Communications
Global Emergency Communications
BARC Member
Amateur Radio/RACES/ARES
SATcomm
General Class FCC
Call Sign KC9MTG
IGR Member

Apple Consultant & Specialist



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IGR Member

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Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Susie <suzieec@indy.net>

Thu, Sep 8, 2011 at 11:38 PM

Reply-To: Susie <suzieec@indy.net>

To: mpo@bloomington.in.gov

Mayor and Council:

Please, please, stand firm. Do not let INDOT blackmail you or threaten or bully you into submission. We do NOT need I-69!! Indiana deserves better than the ruin of our environment, our quality of life, our air and water, our peace and quiet -- everything good about Monroe County. INDOT and the highway will wreck it all. Those people care nothing about the people along the route of the highway and will willingly destroy anything to get their way. Why the state thinks it has the right to ride rough shod over the will of the people is beyond me. I was taught that the state was to SERVE THE PEOPLE -- not to take from them everything they love and value. You have the power to stop them and teach them the state is to serve not to rule the people. Please stand firm and do not submit to them.

Thanks

Susan Ebershoff-Coles
PO Box 725
Danville IN 4611



Raymond Hess <hessr@bloomington.in.gov>

TIP and I-69 inclusion

1 message

Wayne Werne <wwerne@psci.net>

Thu, Sep 8, 2011 at 11:57 PM

To: mpo@bloomington.in.gov, mayor@bloomington.in.gov, kemcdani@indiana.edu

Cc: pmurray@indiana.edu, richardm@tinwisle.com, drjuliethomas@gmail.com, lyncoyne@indiana.edu, mstoops@co.monroe.in.us, ajbaker@indiana.edu, bwilliams@co.monroe.in.us, myselfime2001@yahoo.com, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov

To all concerned,

Although I do not live in Bloomington, I have been following the saga of whether or not I-69 might get included into the TIP. I have been adamantly opposed to anything related to I-69 for years and have come to the conclusion that any system that allows so much public opposition to such a destructive and costly and unnecessary project to go unheeded is a system that is inherently broken. Having said that, I sincerely hope that there are elected officials with enough integrity and courage to stand up against any attempt by either the state government or federal government to ram this project down the throats of the common people by whatever means available. The attempt by INDOT to coerce all of you to include I-69 in the TIP in order to streamline the building of this pork barrel project is just such an example. I sincerely hope that all of you who have the power to stand up for the people and what is right actually do so and vote NOT to include I-69 in the TIP. If you allow the state to strongarm you into something that is wrong for the state and the county and the city and the people, the enemy has won, and we no longer live in a democracy.

Again, I am not alone, as many people in the state are watching the outcome of this critical vote. I hope all of you stand firm, hold firm, and vote no for inclusion of this unnecessary and destructive project into your TIP.

Wayne Werne
Ferdinand, IN



Raymond Hess <hessr@bloomington.in.gov>

Fwd: I 69

1 message

Deborah Capps <thomcap4@gmail.com>
To: mpo@bloomington.in.gov

Fri, Sep 9, 2011 at 7:20 AM

Begin forwarded message:

From: Deborah Capps <thomcap4@gmail.com>
Date: September 6, 2011 7:19:39 AM EDT
To: mpo@bloomington.in.gov
Subject: I 69

MPO Members: Please hold firm and Keep I 69 out of our transportation plans. Please continue to support our quality of life in Bloomington and Monroe counties. We do not need I 69.



Raymond Hess <hessr@bloomington.in.gov>

Letters of support to: Bloomington/Monroe County Metropolitan Planning Organization

1 message

Mark Flint <mark.flint@aes.com>

Fri, Sep 9, 2011 at 9:26 AM

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Cc: "Lemon, Janelle" <JLemon@indot.in.gov>

I'm writing this email in support of the continuation of the construction of Section 4 of I-69 corridor through Bloomington. I-69 is a major highway for Southern Indiana to Indianapolis and for economic development. INDOT has worked well with our communities in many different ways. From working with local officials, local residents, farmers and others in working out details of where the road will go, to purchasing homes, land and businesses.

I personally was affected by I-69 as my home was in the way corridor. Working with the buyers and the state was an experience, but everyone involved tried to make it as easy as possible. I was very please with the professionalism as well as the many visits to my property to make sure things were going ok. I also saw that throughout our area with the residents and businesses that were affected.

Therefore, I'm asking for your support for I-69 as we plan great things for our state and for Southern Indiana.

Thank you for your time.

Mark Flint

Pike County Commissioner

812-789-6397

mark.flint@aes.com

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Raymond Hess <hessr@bloomington.in.gov>

MPO Meeting thoughts...

1 message

Ken Grooms <ken.grooms@yahoo.com>

Fri, Sep 9, 2011 at 9:34 AM

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu, ruffa@bloomington.in.gov, johnsons@bloomington.in.gov, myselfme2001@yahoo.com, bwilliams@co.monroe.in.us, ajbaker@indiana.edu, mstoops@co.monroe.in.us, lyncoyne@indiana.edu, drjuliethomas@gmail.com, richardm@tinwisle.com, pmurray@indiana.edu

Hello,

As a twenty-eight year resident I'm writing to you to express my support for the construction of I-69 from Evansville to Indianapolis. Traveling to Bloomington from every direction via the existing highway infrastructure is downright dangerous and totally inadequate. Building I-69 will allow for safer, quicker and more convenient travel, especially to Indianapolis where the heaviest traffic flow now occurs. You as a MPO committee member should support the highway, and further, the MPO should pressure the state to complete the last leg of I-69 from Bloomington to Indy.

I find it amusing that for years I-69 opponents in both city and county government have stated the I-69 project will have no economic benefit, none. Yet on the other hand, the construction of a new terrain 3.3 mile, 20 foot wide, walking path through the center of the city, is being touted by city officials as a centerpiece of Bloomington economic development and vitality. Just yesterday Mayor Kruzan said of the trail, "This transformed rail line will keep Bloomington's economy on track". Come on, you can't have it both ways. Just like the B-Line trail, I-69 will bring a significant economic benefit to our community, much greater than the B-Line trail.

Please support the planning of this highway.

Sincerely,

Ken Grooms



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Vaught, Jody A <joavaugh@indiana.edu>

Fri, Sep 9, 2011 at 10:00 AM

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "McDaniel, Kent Edward" <kemcdani@indiana.edu>, "Murray, Patrick Joseph" <pmurray@indiana.edu>, "richardm@tinwisle.com" <richardm@tinwisle.com>, "drjuliethomas@gmail.com" <drjuliethomas@gmail.com>, "Coyne, Lynn H" <lyncoyne@indiana.edu>, "mstoops@co.monroe.in.us" <mstoops@co.monroe.in.us>, "Baker, Andrew J" <ajbaker@indiana.edu>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>, "myselfime2001@yahoo.com" <myselfime2001@yahoo.com>, "johnsons@bloomington.in.gov" <johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>, "carr@bluemarble.net" <carr@bluemarble.net>



Please Hold Firm and Keep I-69 Out of our Transportation Plan. Please continue to support our quality of life in Bloomington and Monroe County! We do not need I-69!

Anything you can do to stop this unnecessary highway is very much appreciated. They have been on our property all year, surveying, core drilling, surveying, and more surveying. We have had appraisers and relocation representatives as well. They are not making any more farm land and section 4 will take more than 100 acres of our 272 acre farm. It takes all of our tillable

ground and leaves us with no access to our beautiful lake that we built and where our daughter was married. We are devastated. We cannot fight this battle alone, please help us. Everyone knows that Highway 37 will become nothing but a string of semis; making travel very congested. Please do not let them invade our beautiful city of Bloomington.

Wayne & Jody Vaught

**INDOT and FEDERAL HIGHWAY are pressuring the MPO to make this change with the threat of withholding transportation funding for other projects. This may well be illegal. Threats of extortion should be rejected publicly by the MPO.

**There is no legal requirement to build Section 4 through Monroe County and Greene County. Each section of I-69 has independent utility (Section of Independent Utility, or SIU) i.e., each is studied and funded independently of the others. SIUs were a tactic used so INDOT would not have to show all of the costs and impacts for the whole route. This, again, is a deception, but it is how the process is set up. By INDOT's own rules, Section 4 does not have to be built.

** I-69 should not be in the TIP unless it is fiscally constrained i.e. reliable funding sources have been identified and verified by an independent source. This has not been done. InDOT and FHWA have demonstrated they are not trustworthy in this regard. Section 4 is not fiscally constrained. Section 5 and 6, from Bloomington to Indy, are also not funded.

**Putting I-69 into the TIP is an official act by the MPO acknowledging that I-69 is an accepted project. If the MPO votes to include I-69 in the TIP it is a vote to build I-69 through Bloomington. INDOT needs their approval to proceed.

That's why they keep coming back. Without this MPO's approval federal funds not be used and they cannot proceed with the project. State funds will not build this section of I-69.

**This act would undercut the Bloomington City Council's and Monroe County Commissioner's Resolutions opposing I-69.

**There is overwhelming opposition to this project within this MPO region. The MPO should be accountable to, and serve, the citizens within its jurisdiction. It was not set up to be a pawn of the state. This is a political move to force I-69 on Bloomington. Governor Daniels stated: "They're going to get it whether they like it or not." What happened to our democracy local control?

**Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. That means no upgrade to SR-37. To save money, here will be no interchange where I-69 connects to SR-37. There will only be a stop light for the foreseeable future.

**There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting and many wildlife impacts. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties.

**Monroe County is doing better than the rest of the state economically. We don't need I-69.



Raymond Hess <hessr@bloomington.in.gov>

MPO's Decision Re Inclusion of I-69

1 message

Peterson, Dan <Dan.Peterson@cookgroup.com>

Fri, Sep 9, 2011 at 10:05 AM

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>, "pmurray@indiana.edu" <pmurray@indiana.edu>, "richardm@tinwisle.com" <richardm@tinwisle.com>, Julie Thomas <councilorthomas@gmail.com>, Lynn Coyne <lyncoyne@indiana.edu>, "markastoops@yahoo.com" <markastoops@yahoo.com>, "ajbaker@indiana.edu" <ajbaker@indiana.edu>, Bill Williams <bwilliams@co.monroe.in.us>, "hooierbar@yahoo.com" <hooierbar@yahoo.com>, "johnsons@bloomington.in.gov" <johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>, "keaton-mckalip@indot.in.gov" <keaton-mckalip@indot.in.gov>

Dear MPO Policy Committee members,

I am writing to you today on behalf of our leadership team at the Cook Group of companies and also as Chairman of the Bloomington Economic Development Corporation strongly requesting that you vote to include I-69 in our local Transportation Improvement Program.

I will be brief and to the point. I can list many reasons why completion of I-69 is important for our community, region and state. It is an important economic development and job creation stimulator. It is critical to the continued viability and strength of Crane, an asset of Bloomington, not just the region/state. And certainly it is important to Cook and other life sciences companies who manufacture products that need to get safely and effectively to transportation hubs in Indianapolis and beyond.

However, the debate over I-69 and its route has come and gone, the decisions to build it and the route it will take have been made. To continue to create roadblocks and fight against its inevitable construction hurts no one but our community and citizens. I know you are all well aware of the consequences of not including I-69 in the Bloomington Monroe County TIP (engineering, right-of-way and construction for section 4 at this point). \$30 million in potential lost federal funding for our community for much needed road improvements and maintenance is a significant concern and one that should not be taken lightly.

Bloomington is a wonderful community that we all love and cherish. Our diverse, innovative and creative community needs to be involved in the pending decisions about how I-69 is built. To run the risk of being marginalized from involvement in this process, other future opportunities as well as potential lost funding, is a risk that I strongly encourage you to avoid. Instead, I'd suggest we take a positive and practical approach to impact I-69's development and construction in the most beneficial manner for our community.

Thank you for your time and consideration,

Most Respectfully,

Dan Peterson

Vice President Industry & Government Affairs

Cook Group Incorporated



Raymond Hess <hessr@bloomington.in.gov>

MPO

1 message

Murphy, Jim <Jim.Murphy@cfcincorporated.com>

Fri, Sep 9, 2011 at 10:54 AM

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "pmurray@indiana.edu" <pmurray@indiana.edu>, "councilorthomas@gmail.com" <councilorthomas@gmail.com>, Mark Stoops <markastoops@yahoo.com>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>, Susie Johnson <johnsons@bloomington.in.gov>, "KAEATON-McKALIP@indot.IN.gov" <KAEATON-McKALIP@indot.in.gov>, Richard Martin <richardm@tinwisle.com>, Lynn Coyne <lyncoyne@indiana.edu>, Jack Baker <ajbaker@indiana.edu>, "hoosierbar@yahoo.com" <hoosierbar@yahoo.com>, Andy Ruff <ruffa@bloomington.in.gov>

MPO Policy Committee members,
2011

September 9,

I am writing to encourage you to vote in favor of including the plan for Section 4 of I-69 in the TIP. On my frequent drives between Bloomington and Evansville, I have seen evidence of construction of the highway. It's a reality that the highway is headed towards Bloomington / Monroe County. At this point, it is important that Monroe County be engaged in the planning process so that our community may be in the best position to realize the benefit from this significant infrastructure investment. In addition, I encourage you not to postpone your decision until November.

There are many ways Monroe County and surrounding counties can benefit from I-69, some of which are construction related jobs, travel time savings, economic opportunities and improved driving safety.

The current and future citizens of Monroe County depend on your vote. An HT editorial said it best, "Officials would be much better stewards of the community's interests by working with INDOT to mitigate the temporary traffic problems while moving forward on completing the interstate. "

On December 23, 1990 I experienced the tragic loss of three family members on the existing highway. I can only hope and pray that future generations will not suffer the same loss due to current dangerous driving conditions. The person who crossed the center line and hit my sister's car was an IU student returning home to Evansville.

Respectively Submitted,

Jim Murphy

President, CFC Properties

Citizen of Monroe County

Jim

Jim Murphy

President

CFC Properties

812-332-0053

cfcincorporated.com

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Raymond Hess <hessr@bloomington.in.gov>

MPO Transportation Improvement Program

1 message

Lee Carmichael <lcarmichael@weddlebros.com>

Fri, Sep 9, 2011 at 11:26 AM

To: mpo@bloomington.in.gov, mayor@bloomington.in.gov, kemcdani@indiana.edu, pmurray@indiana.edu, richardm@tinwisle.com, lyncoyne@indiana.edu, markastoops@yahoo.com, ajbaker@indiana.edu, bwilliams@co.monroe.in.us, hoosierbar@yahoo.com, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov, KAEATON-McKalip@indot.in.gov

MPO Policy Committee members,

Please vote to support the inclusion of I-69 in the Transportation Improvement Program. This is an important project for the community and is a priority commercial corridor for the state. Your decision, as I see it, is not if I69 will be built through Monroe County, but rather what will be the source of the funds to build this 1.7 mile stretch of I69 in section 4, and also it reflects that Bloomington needs and wants a "seat at the table" not only for Interchanges, architectural features, etc. for both sections of I69 in Monroe County.

Additional considerations are that the construction of this corridor provides direct and immediate jobs to the underemployed workers involved in construction and it provides the infrastructure for economic development, not only along the entire corridor, but for Monroe County - and I have to believe it would allow many firms which support Crane to locate in Bloomington, providing high paying jobs with good benefits.

My third reason for support is admittedly selfish, but Weddle Bros. maintains 2 offices in Evansville for 2 of our operating companies. We have in excess of 150 trips per year back and forth between Bloomington and Evansville. I 69 will improve the efficiency of our business and the safety of our workers.

Lastly, I would like to address what I believe to be misinformation about the construction of I69. I have read opponents saying that the construction of this Interstate was somehow substandard. All interstates must adhere to the Federal Highway Administration Specifications for design etc. and this Interstate must meet the same criteria as others built throughout Indiana and our country.

Thank you for your consideration of this information.

Sincerely,

Lee E. Carmichael
President
Weddle Bros. Construction Co., Inc.
Phone: 812.339.9500 x212
Fax: 812.339.4260

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Weddle Bros. Construction Companies, P.O. Box 1330 Bloomington, IN 47402

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37K



Raymond Hess <hessr@bloomington.in.gov>

mayor@bloomington.in.gov

1 message

Antonia Matthew <antonia.matthew@gmail.com>

Fri, Sep 9, 2011 at 11:31 AM

To: mpo@bloomington.in.gov

I support the Mayor's suggestion to wait for a final vote until November to allow for more conversations with INDOT..

I don't support I-69 going through Bloomington but if it become inevitable, we need to get the best possible arrangements for access, etc.

Tonia Matthew



Raymond Hess <hessr@bloomington.in.gov>

I-69 planning

1 message

John Goetz <jag@callcarpenter.com>

Fri, Sep 9, 2011 at 11:36 AM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

To Whom It May Concern,

I believe it is a dereliction of duty for members of the MPO to not place Section IV of I-69 in their Transportation Improvement Program. It is not the function of the MPO to pick and choose which state projects it deems appropriate, necessary and effective. The MPO is tasked to work within the boundaries set by state and federal guidelines to implement local policy. Both the state and federal government have a significant commitment to this project, it is your job to accommodate them.

While I understand there has been a very vocal minority opposed to this project, the benefits of this will surely outweigh their concerns. On the basis of miles traveled, no roads are more dangerous than rural state highways. In Indiana for the year 2008, over 1/4 of all road fatalities occurred on highways like SR 37.

Less than 1/10 happened on interstates such as I-69. Having to stop for traffic lights and farm equipment on a state highway not only poses a huge safety risk, it hurts fuel economy as well. In blocking this road the MPO has made clear it does not care about the safety of the citizens in Monroe county.

Responsibility sometimes means making decisions that are difficult. The MPO has to consider the consequences of not adding I-69 to the TIP, such as losing all state and federal funding of roads. For the greater good of Monroe county, I-69 needs to be included in the TIP. Failing to do so I fear would have grave consequences far beyond what the I-69 critics claim. Sincerely, John A. Goetz

John A. Goetz
Carpenter Realtors
501 N. Rogers St.
Bloomington, IN 47404
Office: [812-330-9375](tel:812-330-9375)
Fax: [812-330-9385](tel:812-330-9385)
Mobil: [812-360-4741](tel:812-360-4741)



Raymond Hess <hessr@bloomington.in.gov>

I69

1 message

Lori Bucy <loriabucy@yahoo.com>

Fri, Sep 9, 2011 at 9:38 PM

Reply-To: Lori Bucy <loriabucy@yahoo.com>

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

MPO,

One of my first and fondest memories was at the age of 6 living west of Bloomington and my father taking me to see the construction of new highway 37. I marveled at the large trucks and dozers. He told me it would do great things for Bloomington and Monroe County and he was absolutely right. That highway project has helped make Bloomington one of the greatest cities in America. Sure some people had to make sacrifices, but it was for the much greater good.

Consider how much a new I69 will enhance Bloomington and Monroe County in the future. It will add jobs and prosperity, and help Bloomington to continue to be the recession proof community it has been for years. Include I69 in your plan, and continue making Bloomington the best there is.

Kevin Bucy, Bloomington



City of Bedford

Office of the Mayor

Shawna M. Girgis

September 9, 2011

Bloomington/Monroe County Metropolitan Planning Organization
Policy Committee
401 N. Morton Street, Suite 160
Bloomington, IN 47402

Dear Committee Members:

I am writing you today in regards to the Interstate 69 Project that is underway and the impact of this project on the south-central region of Indiana.

The design of I-69 includes a direct connection to the Crane Naval Base and will improve connectivity and travel for the some 5,000 employees of the Federal Government and contractors that do business with Crane on a daily basis. In addition, leaders within the region and State of Indiana are working collaboratively to strengthen the case for Crane to assure that the Naval Base is protected during any future Base Realignment and Closure (BRAC) process that may be implemented by the Federal Government. The connectivity that I-69 would provide to Crane will most certainly strengthen the case for Crane and help assure that the base remains in Indiana both now and in the future.

Evidence of the importance of Crane to Bedford and Lawrence County include the fact that the closed Visteon Facility has been transformed into the East Gate Business & Technology, which is located in the heart of Bedford, and employs over 450 individuals at companies like Tri-Star, SAIC, and URS that support the warfighter and is closely linked to Crane. In Lawrence County alone there are 530 residents who go to work each day to support the operations of Crane that pays approximately \$29.8 million dollars in annual salaries. In essence, the largest employer for our community. The statistics for the surrounding communities is equally compelling:

- Monroe County: 838 Employees \$50.8 million in Annual Salaries
- Martin County: 332 Employees \$15.6 million in Annual Salaries
- Green County: 496 Employees \$27.8 million in Annual Salaries

The importance of the I-69 project is apparent when you consider the level of employment and annual salaries that are generated as a result of Crane. This is true for Bedford in Lawrence County, as well as Monroe, Martin, and Green counties. With approximately 5,000 employees connected to Crane and \$120 million in annual salaries it is a major economic driver for this region and the State.

Given these facts I respectfully request that the MPO committee members consider the regional economic impact of its decision regarding I-69 and vote to include the construction of I-69 across southern Monroe County in its Transportation Improvement Plan.

Thank you for your consideration regarding this matter. It is greatly appreciated.

Sincerely,

Shawna M. Girgis
Mayor, City of Bedford



P.O. Box 1478
Bloomington, IN 47402
(812) 339-1301 Office
(812) 333-7497 Fax



*Monroe & Owen County REALTORS®
Serving South Central Indiana*

September 15, 2011

Dear MPO Committee:

Please allow me to introduce myself. I am Lori Abram, Government Affairs Chair for the Bloomington Board of Realtors®. I planned on speaking at the recent MPO meeting, but instead, I will send this letter for your consideration.

As a representative of property owners, it is important that we have a voice in how our tax dollars are spent and how we can best participate in the county land planning process. I am not here to debate the existence of I-69, nor do I represent those who may or may not support I-69. There are many Realtors® that continue to debate the issue, but we all agree, we must plan realistically and responsibly. I am here asking you to be good leaders of our community by including I-69 in the planning process.

Without including I-69 in the Transportation Improvement Program, we could lose the opportunity for our city and county to receive funding for local projects (ex. B-Line Switchyard) and we could forfeit our presence during the critical planning of I-69 through Monroe County. Without being a participant, we have no influence in making the best decisions of this route that greatly affects our community.

I-69 IS under construction. And, in less than two years, will be open from Evansville to Crane. As you may recall, our community helped save Crane from closure because of its economic impact to our community and for the many jobs it provides to commuters choosing to own or lease housing in Monroe County. Section 4, which is already included in INDOT's current budget, connects Crane to Highway 37, which may be south of the city limits but is well within Monroe County.

By not planning for I-69, we leave those in the path having no advocate and no guidance of their future. If we know the economy is turning bad but we do not know how long it will be that way, do we ignore the change in economy and not plan or make adjustments? I doubt that. It's really the same ideal. We do not know the future of the completion of I-69 nor do we know when, if or how the future state leadership will proceed, but not planning wisely could be jeopardizing much more than a plan on paper. We will remain ignorant to future opportunities, environmental impacts, safety improvements, economic growth and, most importantly, the accessibility to and through our community.

Thank you for considering these comments. Thank you for serving on the MPO and representing our community responsibly.

Respectfully,

Lori Abram

Bloomington Board of REALTORS®, Government Affairs Committee Chairperson

www.homefinder.org
www.BloomingtonCommercialProperties.org



Raymond Hess <hessr@bloomington.in.gov>

Comments on Fullerton-Gordon Connector

1 message

Burns, Stephen Allan <staburns@indiana.edu>

Tue, Oct 25, 2011 at 11:41 PM

To: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>

Cc: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>

To Whom it may concern:

I have just recently heard about the county's plans to spend money on a four lane connector from Walnut to Fullerton Pike via Gordon Pike. I am writing to express my concerns about this major construction project at a time of fiscal limitations. I do live near this region, but I do not abut the construction corridor, as I understand the proposal at this point. To summarize my concerns. I do not believe that the construction of this connector will meet any needs that justify its cost. I do not believe that passing this cost through to the Federal Government will somehow make the connector more worthwhile. That said, let me express some of my concerns.

Background: The "justification" that has been put forth seem to be based on the assumption that this connector will decrease traffic load in other parts of the City of Bloomington and meet regional transportation needs.

1. I do not believe that any version of this large project that is likely to be completed within the next 10 years will actually alleviate problems of traffic throughput. The proposal calls for four lanes that will extend from Rt 37 to either Walnut Street or to Sare Road, and currently none of the existing endpoints support four lanes of traffic.
 - a. For Eastbound traffic this means that the "connector" will dump high volumes of cars and trucks onto a series of two lane roads. Already traffic on Walnut and Rogers can be quite bad during commuting time. If the connector becomes a major traffic attractor, then it means that the volume on these other two lane roads will increase, and may decrease traffic on 2nd street, but increase it on Walnut and Rogers. Rogers especially is a concern since it has no shoulders and is already a preferred route for people living west of Walnut. It will be swamped and the lack of shoulders means that if there is any problem the traffic will be totally stopped.
 - b. For Westbound traffic there are no obvious routes to connect. If traffic from College Mall (and Nashville) aims for this connector it will be forced to either go

via Sare, or third street. Both already have high volumes and I see no way that the addition of another route that draws traffic to these will be beneficial or help throughput in any way at all.

c. There is vague talk of a “bypass” totally encircling Bloomington, presumably by connecting this connector to Sare, along College Mall Road and thence to the bypass. However this is a very heavily populated route, there is very little extra room for a four lane road and thus such a connector would be exceedingly expensive since there would need to be a lot of land taken from the owners.

2. Safety: This route will cause a number of safety consideration.

a. As mentioned, it will dump traffic onto roads that lack even a shoulder (Rogers and portions of Sare).

b. This route goes past two schools. Already there were enough problems with Bachelor school access that stop signs needed to be installed for safety.

Because Bachelor has only one real entrance path, either major traffic flow improvements at the school will be needed, or there will need to be some other modifications will be required. There a lot of kids living in the areas around Bachelor and Jackson Creek, and so extreme care (and corresponding costs) would be required that go beyond the direct costs of the connector.

c. Grading and weather control. Presumably Federal requirements would alleviate the direct safety concerns by requiring considerable grading of this route. However if it is not properly graded and maintained it is a very hilly region of Bloomington that has seen the roads close by flooding twice within the last few years. That is, both creeks along Gordon Pike and the gap between Gordon Pike and Fullerton have gone significantly outside their banks.

3. Good use of our funds. There have recently been major upgrades to 3rd Street, and Country Club through Winslow. These include widening, addition of traffic controls, etc. This has majorly changed the flow of traffic and represents a major investment in volume upgrades that do not seem warranted given the change in population we have experienced. Is there really a need to continue to throw money at these improvement that seem to be of little benefit of those who would be paying the taxes to support the construction.

Thank you for your consideration.

Stephen A. Burns

Crane Ct.

Bloomington, IN



Raymond Hess <hessr@bloomington.in.gov>

Gordon Pike study

1 message

Ann Elsner <aeelsnerhome@gmail.com>

Wed, Oct 26, 2011 at 10:06 AM

To: mpo@bloomington.in.gov

From: Ann E. Elsner, Ph.D.

Date: October 25, 2011

RE: Gordon Pike

It is unclear, given the site and school safety issues, why a multi-lane road is under study to bring thousands of vehicles per day to Gordon Pike through what is now my neighbors' back yards. The heavy traffic through a wholly residential area and past Batchelor Middle School was not clearly emphasized in the October 1, 2011, *Herald-Times* article. The artist's rendition missed the extreme grades and sporadic flowing water that several portions that exist in the proposed site. I request that the taxpayers of Monroe County be spared the expense of further study, and that one of the existing major roads be used as a corridor. I further request that the heart of the Clear Creek Trail system be spared the proposed overpass carrying thousands of vehicles per day.

Is it reasonable to build a road to carry a high traffic load where children are trying to cross on their walk to school? Will the thousands out of town drivers even notice the 20 mph school zone?

Is such a road feasible and cost-effective, given the site challenges? Ascending the steep grade heading east from the Clear Creek Trail to reach Gordon Pike will be problematic for trucks. The steep descent heading east to the intersection of Gordon Pike and Rogers causes many vehicles to slide into the intersection in icy weather. The drainage issues at the bowl-lie intersection of Gordon Pike and Rogers remain, despite the recent intersection project. There is still standing water covering the eastbound lane numerous times during the year. Drivers at the present 4 way stop take turns using the westbound lane for both eastbound and westbound traffic.

The reasons that such an east-west road was never built, despite a 33 foot wide easement being available, and a mention in Monroe County documents since the 1960's, are obvious as stated above: feasibility and costs. The bridges needed to complete the multi-lane road project will be far more expensive than they would be elsewhere because of the extreme grades, wetlands, and resulting flowing water in the low lying areas between the hills. The engineering costs for the structural support needed for integrity to overcome spikes in flow, along with drainage through limestone ledges, will clearly be high.

The decision to improve existing east-west roads, with projects being finished only months ago, is not out of keeping with the zoning and current use. In contrast, ruining the heart of the Clear Creek Trail and building a road through residential areas that are only a few years old calls into question the present study. If Monroe County and the City of Bloomington had seriously considered this new road, then how was this topic presented during the planning of Batchelor Middle School? Similarly, the possibility of this road should have been taken into consideration when approval was given for the Highlands, Eagleview, and Clear Creek neighborhoods were established. Homes are still under construction in these areas. The layout of these neighborhoods and their roads does not take into account having to access a multi-lane road. Noise pollution would be difficult to abate, since there are no easements planned along a road of this size. It is likely that entire houses would

have to be removed, rather than just a portion of their backyards.

The property values of Perry township would be severely impacted, leading to a significant decrease in property tax revenues. This would lead to a hundreds of reassessment requests. Computing a loss on average of only \$75,000 per home, and applying this to only 300 homes, the property tax revenue from Perry Township in Monroe County would decrease by \$3 million dollars per year. Realistically, the numbers of homes negatively impacted and lost revenue would be much higher and include the City of Bloomington, because the proposed road is almost entirely through residential areas. The present use is entirely residential except at the intersection with Walnut. Therefore, a much better plan is to consider existing roads with the necessary grade and space, and zoning, to carry out a plan for safe and efficient traffic flow that does not ruin the quality of life for thousands of residents.

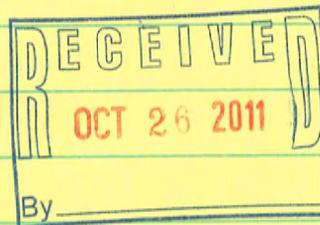
To: Whom concerned

From: Kennan Shank, 1140 E. Jami Lane,
Bloomington, IN 47401

Please record that I am opposed to
I 69 coming into Monroe County.

Kennan Shank

~~349~~





Raymond Hess <hessr@bloomington.in.gov>

small correction

1 message

ferreefarm@aol.com <ferreefarm@aol.com>

Thu, Oct 27, 2011 at 12:13 AM

To: mpo@bloomington.in.gov, hessr@bloomington.in.gov

Cc: FerreeFarm@aol.com

—Original Message—

From: ferreefarm <ferreefarm@aol.com>

To: mpo <mpo@bloomington.in.gov>; hessr <hessr@bloomington.in.gov>

Cc: FerreeFarm <FerreeFarm@aol.com>

Sent: Wed, Oct 26, 2011 11:58 pm

Subject: MPO vote on Nov 4

To: MPO

From: Donna Lentz Ferree

You have an awesome responsibility before you with the upcoming vote. What you decide on Nov 4 could forever change Monroe County and affect thousands of people in sections 4, 5 & 6. What started out many years ago as a highway for southwest Indiana has been sold out to the NAFTA corridor system. This is NOT a good thing for Monroe County to have a massive interstate cutting completely the length of our county and crossing through a very active part of our town. The interstate is not being pushed for our community good.

I, like many others have followed this political takeover of our county for 15 - 20 years. We have read every document, viewed thousands of pages of INDOT documents and have attended many, many meetings. After 20 years of close evaluation, I have yet to ever be convinced of the purpose of Monroe County having this Federal interstate pass through our community's landscape and burden the citizens with the increase in traffic, the years of construction & orange cones, the NAFTA trucking route zooming through our community with all the added "junk" that it takes to host a stopping place for huge cargo trucks & the multitude of every kind of human that uses an interstate to get from their point A to B, and especially the environmental & social impact it will create for our citizens.

If the only reason you feel the need to support this monster is to get funding for "Rails to Trails" and the bus service, then I believe you are selling out our community to a higher power at a very high price. Families losing their homes and private property to eminent domain is very devastating & unleashing a hoard of humanity upon our community, will alter the future of Monroe County. I think it will become difficult to remain a "Safe & Civil City", the words of "sustainability", "going green", "locally grown food", "clean water & air", "less fossil fuel use", "community united" etc, will be meaningless.

NAFTA (North American Free -not FAIR- Trade Agreement) and all of the proposed corridors from Mexico to Canada will only make it easier for American businesses to move to cheaper labor, less regulated countries then use the trucking routes to sell the goods to the US. And they will travel up & down the interstate, right through our community on the way to somewhere else. Then will come the CAFTA connecting route to the Panama (sp?) Canal to ship the Chinese wares to flood our country.

The very worst is that the government wants to take our private lands & our communities by force in order to sell out "leases" to foreign companies. EVERYTHING will end up being tolled. As will I-69 eventually.

PLEASE JUST SAY NO to this government takeover of our community. If INDOT absolutely demands its way and should continue section 4 through southwest Monroe County, through rough terrain and disrupt the populated rural community only to stop 1.75 miles short of S37...it seems to me that would secure the leverage for the future needs of the local MPO. Things can always be amended later. Lets see the interstate completed from Evansville to Crane first before destroying our community.

It would be my hope that the more sensible way would be to direct intercontinental trucking traffic north from Crane to I-70 & W45 upgraded as an access road for Bloomington/IU to Crane. There has to be a middle ground. Don't let INDOT tell our community what is best for us.

PS: I can't understand why someone from Seymour can vote on our local MPO? If your job requires that you HAVE to vote YES, then you can say NO by not voting?



Raymond Hess <hessr@bloomington.in.gov>

I-69 in MPO (fwd)

1 message

Cheryl Ann Munson <munsonc@indiana.edu>

Thu, Oct 27, 2011 at 12:27 AM

To: mpo@bloomington.in.gov

Meant to address this to you.

——— Forwarded message ———

Date: Thu, 27 Oct 2011 00:22:23 -0400 (Eastern Daylight Time)

From: Cheryl Ann Munson <munsonc@indiana.edu>

To: Mark Kruzan <mayor@bloomington.in.gov>, Kent McDaniel <kemcdani@indiana.edu>

Cc: Mark Stoops <mstoops@co.monroe.in.us>, Lynn Coyne <lyncoyne@indiana.edu>,
Julie Thomas <drjuliethomas@gmail.com>,
Richard Martin <richardm@tinwisle.com>,
Dianna Bastin <myselfime2001@yahoo.com>,
Bill Williams <bwilliams@co.monroe.in.us>, Jack Baker <ajbaker@indiana.edu>,
Andy Ruff <ruffa@bloomington.in.gov>,
Susie Johnson <johnsons@bloomington.in.gov>,
Patrick Murray <pmurray@indiana.edu>

Subject: I-69 in MPO

Dear MPO members:

I have written and spoken before to the MPO and to INDOT on multiple occasions, specifically about impacts to significant National Register historic sites in Monroe County. There still is no plan to provide proper mitigation of noise impacts to these sites, and there won't be one.

Our state historic preservation office – which reviews INDOT's projects – will not ask for the adequate treatment of historic properties because that office receives funding for their staff from INDOT. (FOX IN HENHOUSE, etc. Government officials and the public cannot appeal since the federal office backs the state office. Sad end of this story.)

I urge you now to consider other issues and to support the amendment to remove I-69 from the TIP for other reasons.

You have already heard the appeals about the impacts to the environment and public safety, so let me focus on cost and promises.

1. Local government will be financially hurt to a serious degree by I-69 on SR 37 for decades. Costs without price-tags (since they require more information than I have to figure) are:

more expense for public safety (first-responders - fire and ambulance to citizens), plus increased accidents and severity of accidents on SR 37;

additional road expenses for frontage roads and local roads near I-69;

lower tax base, which will hit us every budget year; and

restraints on how Bloomington and Monroe county can grow due to air-quality impacts (a 50-100 year cost!).

2. Citizens will also be financially hurt:

increased taxes to pay for I-69's construction;

increased taxes to pay for I-69's repairs – which are bound to begin before I-69 is completely built, due to the shoddy construction practices;

increased taxes to meet local government expenses; and

increased commuting expenses (mileage, wear & tear, time), for nearly every day of every year.

For some Monroe County residents, the costs will easily reach \$1,000 per year.

3. While I-69 in Monroe County will seriously hurt the taxpayers, there is the construction alternative Route 4B, which is cheaper and would bring far less environmental impacts. It probably was not chosen because it doesn't connect directly to Bloomington, although it does come close (and would help people traveling to Bloomington without bringing all the negative effects.)

Some I-69 supporters wanted to connect to Bloomington? That would make good sense, except for the environmental, social, public safety, and other negative effects, and the cost.

But that route "choosing," as I hope you remember, was in large part the result of falsified karst data (as has been reported at MPO meetings and elsewhere), since the chosen present route was selected because it had the least karst impacts. That, of course, is an absolute falsehood, as has been demonstrated.

I hope you will look closely at the cost comparison:

| | | | |
|----------|---|-----------------------|-----------------|
| Route 4B | Route 3C (includes today's Sec 4, 5, 6) | Total \$1.012 billion | \$2.319 billion |
|----------|---|-----------------------|-----------------|

The cost for 4B is so much less because it uses part of I-70 and brings no karst impacts.

Route 4B deviates from Route 3C at roughly the beginning of I-69, construction Sec. 4, and is located west of Sections 5 and 6.

Please stop the horrid boondoggle of paying twice (!!!) as much for construction costs to build Sections 4, 5, and 6, by keeping I-69 out of our TIP. (At least I like to think of it as OUR TIP.)

Please WORK WITH INDOT and FHWA to move the highway to Route 4B north of Scotland, through Greene, Owen, and Putnam counties. The communities near that route WANT I-69, since it would not come barreling through their towns. Of the environmental effects, karst issues would essentially disappear.

See the attached map. Note that previously labeled study routes 3 and 3C now equal Construction routes 3, 4, 5, and 6.

4. But I caution you about making ANY negotiation with INDOT, even if you 'get it in writing.' Other counties and communities along the I-69 route have had agreements with INDOT, on paper too, only to see them fly out the window because of the need to reduce costs and deal with 'time constraints.' Very simply, INDOT will make promises to get what they want, and then renege as it suits them.

Thank you for the opportunity to comment.

Yours truly,

Cheryl Munson

Research Scientist

Department of Anthropology
Indiana University
2611 E. 10th Street
Bloomington, IN 47408
812-855-0528
(cell) 812-325-3407

 **I-69 RouteComparisonMap.pdf**
218K



Raymond Hess <hessr@bloomington.in.gov>

I-69 in MPO

1 message

Patrick J. Munson <munson@iu.edu>

Thu, Oct 27, 2011 at 12:34 AM

To: mpo@bloomington.in.gov

Cc: Mark Kruzan <mayor@bloomington.in.gov>, Kent McDaniel <kemcdani@indiana.edu>, Mark Stoops <mstoops@co.monroe.in.us>, Lynn Coyne <lyncoyne@indiana.edu>, Julie Thomas <drjuliethomas@gmail.com>, Richard Martin <richardm@tinwisle.com>, Dianna Bastin <myselfime2001@yahoo.com>, Bill Williams <bwilliams@co.monroe.in.us>, Jack Baker <ajbaker@indiana.edu>, Andy Ruff <ruffa@bloomington.in.gov>, Susie Johnson <johnsons@bloomington.in.gov>, Patrick Murray <pmurray@indiana.edu>

To: Monroe County MPO

What INDOT is doing to the MPO is blatant extortion. Clearly the stakes for you are very high. But please consider these facts:

(1) If you submit to their extortion, then they will own you; and (2) they need you more than you need them, and consequently they will do whatever to get your approval of their plan.

If you refuse to buckle under to the extortion, their next set will likely be bribery. Disregarding the moral issues (and they are considerable), from a purely financial standpoint engaging in bribery is, from your standpoint, much superior to submitting to extortion, for you get to set your own price.

Hang tough; do not grovel to them; call their bluff.

Do NOT capitulate to INDOT's extortion.

Patrick J. Munson
Department of Anthropology
Student Building 130
Indiana University
Bloomington, IN 47405
munson@indiana.edu



Raymond Hess <hessr@bloomington.in.gov>

169 on Rockport road

1 message

Faye Owen <fabfaye58@yahoo.com>

Thu, Oct 27, 2011 at 10:16 AM

Reply-To: Faye Owen <fabfaye58@yahoo.com>

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Why the owners of the camp on Rockport Rd are crying for everyone to write and convince you NOT to go ahead with your plans is beyond me. Don't they know that YOU will make the final decision???

Myself, I can't see a problem with it. The people that camp there are only there for about 5 months out of the year.

Why should you bow down to someone just because they don't "want" to see the highway come close to that property?

It happens all the time. That is Life.

If it will make commuting better for everyone, give people jobs, make it safer, and quicker, then I say my vote would be GO FOR IT !

Have a nice day.



The Greater Bloomington Chamber of Commerce urges Councilor Ruff to withdraw his amendment to the 2010-2013 Bloomington/Monroe County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) which seeks to remove Preliminary Engineering (PE) and Right-of-way (ROW) for Section 4 of I-69 from the currently recognized TIP. This procedural effort, if passed, carries significant potential consequences for the community.

The Federal Highway Administration (FHWA) issued a Record of Decision (ROD) in September for Section 4 of I-69 in its entirety. The MPO's planning jurisdiction includes a 1.75 mile segment of Section 4. FHWA has provided to the MPO that removal of Section 4 from the 2010-2013 TIP would not invalidate the ROD and INDOT could continue to advance construction in Section 4 to build the portion of the interstate that lies outside of the MPO boundary extending from Crane to near State Road 45 at the Greene/Monroe County line. The amendment proposed by Councilor Ruff has no effect on any plans to build I-69 inside or outside of the MPO boundary.

The only discernable impact of this amendment is the potential for local consequence. The large majority of funding received by the MPO from the state is discretionary. It has been stated that the current TIP will expire in June 2013 if construction for Section 4 of I-69 is not included, at which time federal law would prohibit the MPO from receiving federal funds in the absence of an approved plan. However, this does not negate the fact that discretionary money from the state could be withheld at any time. It appears that removing I-69 from the 2010-2013 TIP would only result in the denial of critical infrastructure and transit funding sooner rather than later.

The amendment, based on information from INDOT and FHWA, appears to have no impact on the future of I-69. If passed, it has the potential to have damaging effects on our local ability to provide safe and comprehensive transportation systems. The Chamber urges unanimous consent to withdraw the amendment.



Raymond Hess <hessr@bloomington.in.gov>

I - 69

1 message

Robert Craig <rcraig2@indy.rr.com>

Thu, Oct 27, 2011 at 12:57 PM

To: mpo@bloomington.in.gov

Dear MPO:

Objections to I-69's extension through Monroe County have been stated numerous times. I agree with that opposition rationale. As a resident of Bloomington for many years, while completing three degrees, I am particularly familiar with the community and the circumstances involving I-69. Please do not permit this. Thank you.

Robert Craig, A.B. zoology, Ph.D. science and secondary education, Indiana University 1991
5401 Hedgerow Drive, Indianapolis, Indiana, 46226



Raymond Hess <hessr@bloomington.in.gov>

Re: I-69 in MPO (fwd)

1 message

Cheryl Ann Munson <munsonc@indiana.edu>

Thu, Oct 27, 2011 at 2:03 PM

To: mpo@bloomington.in.gov

Dear MPO staff:

I wanted to forward a copy of my letter to someone, and when I opened it I saw the formatting was "off" re: recommendation to compare costs of Route 4B and Route 3 C (the present Sections 1 through 6).

Could you please include the corrected version below.

Thank you,

Cheryl Ann Munson

Archaeology, Rm. 190 or: Department of Anthropology
2611 East 10th Street Student Building 130
Indiana University Indiana University
Bloomington, IN 47408 Bloomington, IN 47405
Phone: (812) 855-0528
FAX: (812) 856-4187
e-mail: munsonc@indiana.edu
cell phone: (812) 325-3407

For information about research at the archaeological sites of
Hovey Lake, Prather, Bone Bank, Murphy, and others, see:

<http://www.indiana.edu/~archaeo>

On Thu, 27 Oct 2011, Cheryl Ann Munson wrote:

Meant to address this to you.

——— Forwarded message ———

Date: Thu, 27 Oct 2011 00:22:23 -0400 (Eastern Daylight Time)

From: Cheryl Ann Munson <munsonc@indiana.edu>

To: Mark Kruzan <mayor@bloomington.in.gov>, Kent McDaniel <kemcdani@indiana.edu>

Cc: Mark Stoops <mstoops@co.monroe.in.us>, Lynn Coyne <lyncoyne@indiana.edu>,
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Andy Ruff <ruffa@bloomington.in.gov>,

Susie Johnson <johnsons@bloomington.in.gov>,
Patrick Murray <pmurray@indiana.edu>
Subject: I-69 in MPO

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Thank you for the opportunity to comment.

Yours truly,

Cheryl Munson

Research Scientist
Department of Anthropology
Indiana University
2611 E. 10th Street
Bloomington, IN 47408
812-855-0528
(cell) 812-325-3407



Raymond Hess <hessr@bloomington.in.gov>

OPPOSITION TO REMOVING I-69 FROM BLOOMINGTON MPO TIP

1 message

wcorum@newwavecomm.net <wcorum@newwavecomm.net>
To: mpo@bloomington.in.gov

Thu, Oct 27, 2011 at 3:16 PM

To whom it may concern:

I oppose the removal of I-69 planning from the Bloomington MPO TIP. This segment is an integral and necessary part of I-69 for travel between the Evansville area, including Western Kentucky, Southeast Illinois and all points south and west of Evansville to the Indianapolis area and all points east and northeast of Indianapolis. Therefore, I urge the continued planning, design, right-of-way acquisition and construction of I-69 southwest of Indianapolis, especially through the Bloomington area.

Respectfully submitted. William M. Corum, Transportation Chm., Madisonville-Hopkins County (KY) Economic Development Corp. (an I-69 corridor county).



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Dale Glenn <dglenn62@yahoo.com>

Thu, Oct 27, 2011 at 8:06 PM

To: mpo@bloomington.in.gov

It is the height of arrogance that the MPO is even considering blocking I-69 in Monro County. How can a few people with their own agenda hold hostage the rest of the citizens of Indiana who want and need this highway? It's time some Bloomingtonians realized they are not the center of the universe.

Dale Glenn
Bloomington



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Austin Dietrich <acdietrich8@gmail.com>

Fri, Oct 28, 2011 at 11:51 AM

To: mpo@bloomington.in.gov

To whom it may concern:

I would like to urge you to vote to approve the I-69 project in the Monroe County section of the highway... Monroe County needs this opportunity and voting against it risks far too much in federal and state help and will hurt the very residents you hope to protect. Environmental concerns are important, but right now economic concerns are equally important.

Thank you for your time,

Austin Dietrich



Raymond Hess <hessr@bloomington.in.gov>

STOP I-69

1 message

phillip <phillip0234@yahoo.com>

Fri, Oct 28, 2011 at 5:39 PM

Reply-To: phillip <phillip0234@yahoo.com>

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

It is imparitive that I-69 does not go through Bloomington. We live in Washington, IN and it has already started coming through here and is causing havic with all the country roads being closed it is causing heavy traffic and dangerous situations throughout the county. Please DON'T let it ruin your town and beautiful countryside like it has ours. It will do away with the beauty and tranquility and peace and quietness of your countryside as it will destroy wildlife and the peace that Fern Hills allows so many people. Please STOP I-69.
