



I-69 Subcommittee Meeting Minutes

January 13, 2013 1:30pm

McCloskey Room (#135), City Hall, 401 N. Morton St., Bloomington, IN 47404

I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.

I-69 Subcommittee: Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Stoops (Monroe County Commission), Bill Williams (Monroe County Highway Dept.), Dan Swafford (Ellettsville Town Council), Andy Ruff (Bloomington City Council).

Others: L. Jacobs, M. Hutton, C. Sorenson, V. Sorenson, T. Tokarski, C. Jeffers, K. Husk, and D. Goldblatt.

MPO Staff: Tom Micuda, Josh Desmond, and Raymond Hess.

Introduction of Sub-committee members and guests - The meeting opened at 1:35 PM.

Purpose of the sub-committee – R. Martin gave a brief background of the purpose of the subcommittee.

Review of MPO meeting Action Items from Sub-Committee report – R. Martin reviewed action items presented to the Policy Committee at the November 4th meeting. He stated little progress has been made on many items except some correspondences with FHWA and INDOT.

Report of correspondence with INDOT and FHWA since last MPO meeting –

- a. Concerns for conduct of meeting – K. McDaniel reported he sent a letter on behalf of the BMCMPPO to INDOT Commissioner Cline to address statements he made in letters sent in July and November. Additionally, he sent a letter to FHWA Division Administrator Tally to address similar concerns. Mr. McDaniel indicated he met with City and BMCMPPO personnel and crafted a procedure on how to deal with disruptive individuals at future meetings. Mr. Stoops suggested the BMCMPPO has been very cooperative at meetings. Rather, it is INDOT which has not been cooperative since they refuse to satisfactorily answer some questions. Mr. Martin clarified the letters make it clear that the BMCMPPO followed its rules and has been cooperative. There was disappointment voiced by many members of the subcommittee about the absence of INDOT and FHWA at today’s meeting – cooperation is difficult without participation.
- b. Request for Participating Agency status for City of Bloomington and Monroe County governments – Mr. Martin stated little progress has been made to designate the City or County as a participating agency for Section 5 of I-69. Mr. Martin recently spoke to Mr. Tally and the delay of progress on this issue seems to rest with INDOT. He noted that the staff had sent an Environmental Review Process document form FHWA related to Section 6002 – SAFETEA-LU indicating that the Participating Agent opportunity should have been offered to Monroe County for Section 4.

- c. Response to requests for karst information specific to a MCPC petition – R. Martin stated the County was able to get some information about karst features related to a proposed development along Bolin Ln. The coordination to obtain this information worked for this case but the County wishes to solidify the process to make it more predictable and easier to achieve in the future.

Report of Section 4 design review meetings – B. Williams reported he attends weekly meetings with the I-69 Section 4 design team when the segments through Monroe County are discussed (segments 7-9).

- a. Roadway design – B. Williams said that general details about schedules, design specifications, slopes, clear zone requirements, and other road design issues seem to be addressed with no surprises in design exceptions. Geo-technical and right-of-way meetings have proven to be useful. Emergency responders were invited to work on a traffic detour plan. It is expected that Segment 7 will be ready for review by late February; Segment 8 by mid March; Segment 9 in April. There will be about a 1 year closure of Harmony Road while the cut for I-69 and bridge structure are completed.
- b. Karst remediation – B. Williams stated there are two or three types of karst in Monroe County. INDOT is proposing 8 different treatments depending upon what is encountered. INDOT has demonstrated adherence to the karst MOU.
- c. Burch Road emergency access – B. Williams stated the County submitted a comment to the DEIS about emergency access at Burch Rd. He met with the Township, emergency responders and INDOT to discuss the matter as well as HAZMAT concerns. An application for an access point at Burch Rd. was submitted in late December. The Van Buren Trustees will discuss the matter at their 1/19/12 meeting. Mr. Ruff asked if Vicki Sorenson, Indian Creek Township Trustee, could speak on his behalf and Mr. Martin agreed. Ms. Sorensen claimed Indian Creek Township has a greater responsibility when it comes to the interstate because of the length of road under its jurisdiction. She questioned the Burch Road access point and suggested one at Rockport would make more sense for their access. Mr. Martin stated the decision rests with FHWA and that the Township should make a request of that organization to study the issue and how it would affect the Record of Decision.

Discussion of response to Mr. Stark's question – What do you want? – R. Martin suggested that in response to Mr. Stark's question at the 11/4/11 meeting, the BMCMPPO should compile a list of outstanding concerns.

- a. Outstanding Section 4 concerns within MPO jurisdiction of Section 4 –
 - i. Intersection at SR 37 – B. Williams reviewed how the interchange of Section 4 and SR 37 has changed over time and some of the concerns. First, a traffic signal was proposed – the concern with design is safety and air quality. Then a double roundabout (“dog bone”) was proposed – the concern is the design speed

was too low to accommodate through traffic (25 MPH for southbound SR37). The latest design calls for a smaller free-flow interchange (45 MPH for southbound SR 37) – the concern is that the design may be cost prohibitive and may cause problems with the Victor Pike intersection. (see attachment) INDOT was expected to make a decision on the final design today. Mr. Martin noted that the signal was a temporary design measure while the double roundabout and smaller free flow designs could be used for many years, raising further concern for Section 5 completion timeframe delay as an option for INDOT.

- ii. Noise mitigation – R. Martin stated I-69 is expected to be elevated and run near residential areas in the vicinity of Bolin Ln. Business/industrial in this area has been determined to be no longer suitable in this area, as was once believed, in part because of new access deficiencies caused by I-69. Consequently, Monroe County has received petitions for more homes in this area. The existing residential properties are expected to have significant noise impact. Since this area is considered rural, a sound wall was not justified by INDOT but as the area becomes more dense and the character changes from rural to urban, the problem will only get worse. Mr. Martin asked staff to research the issue of noise mitigation and how sound barriers are justified. This will be increasingly important for Section 5. Mr. Stoops suggested looking for criteria relating to the impact to schools.

Mr. Stoops suggested that someone representing local interests be on site every day of construction of I-69 to make sure corners are not cut. INDOT cannot be trusted to police itself and the contractors it hires citing the example in Daviess County in which an aquifer was impacted and led to significant runoff. Mr. Martin stated the State would have an inspector on site at all times. Mr. Baker speculated that INDOT would not allow this type of oversight. Mr. Micuda suggested that the City Engineer currently meets with INDOT weekly on the Bypass project. It would be expected that a similar arrangement could be made for I-69. Mr. Martin asked staff to poll other MPOs in the State to see if similar measures are taken elsewhere.

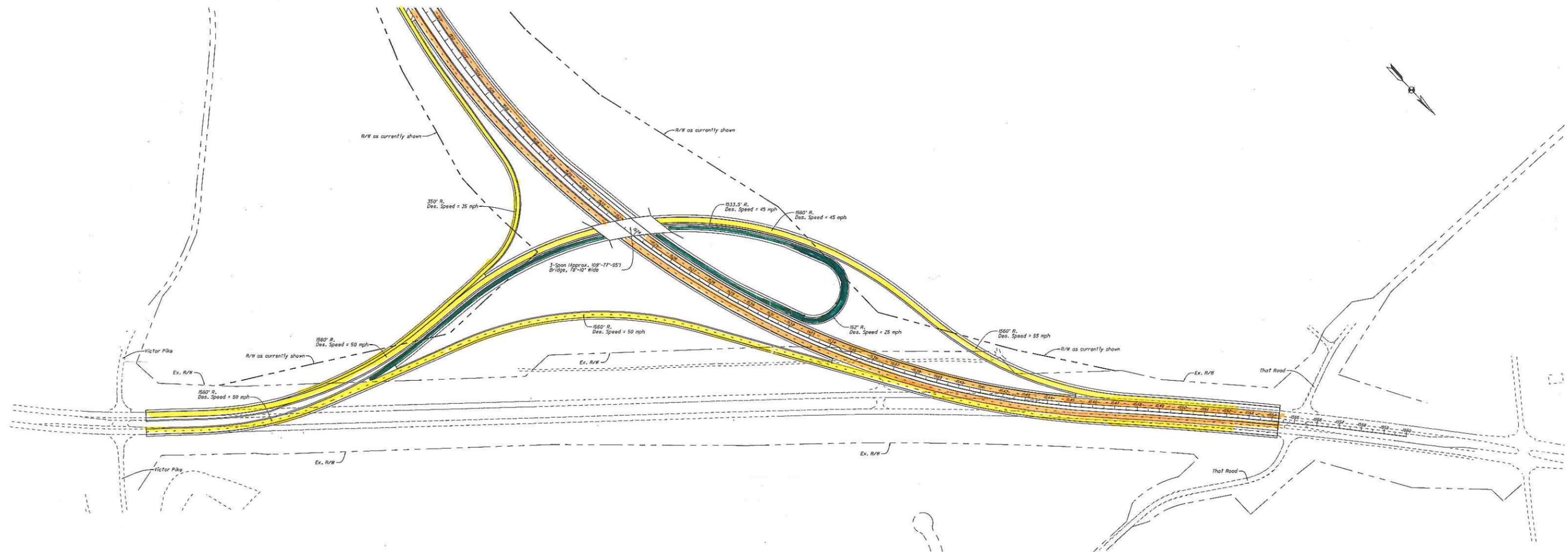
- iii. Schedule for completion – B. Williams reviewed the segment letting schedule (see attachment). The expected build time for each segment is 18-24 months.
- b. Outstanding Section 4 concerns within MPO jurisdiction in Section 5
- iv. FEIS 2 Appendix QQ Analysis and Conclusions – R. Martin reviewed key findings of the appendix found in the FEIS. A crash and safety analysis was performed. Problem areas were identified and recommendations on how to address them were detailed. However, the intersection improvements within Section 5 won't be addressed until a record of decision is issued for that Section. The uncertainty of when these intersections will be made safer is problematic. Mr. Martin asked what options the BMCMPPO has. Mr. Micuda replied that one

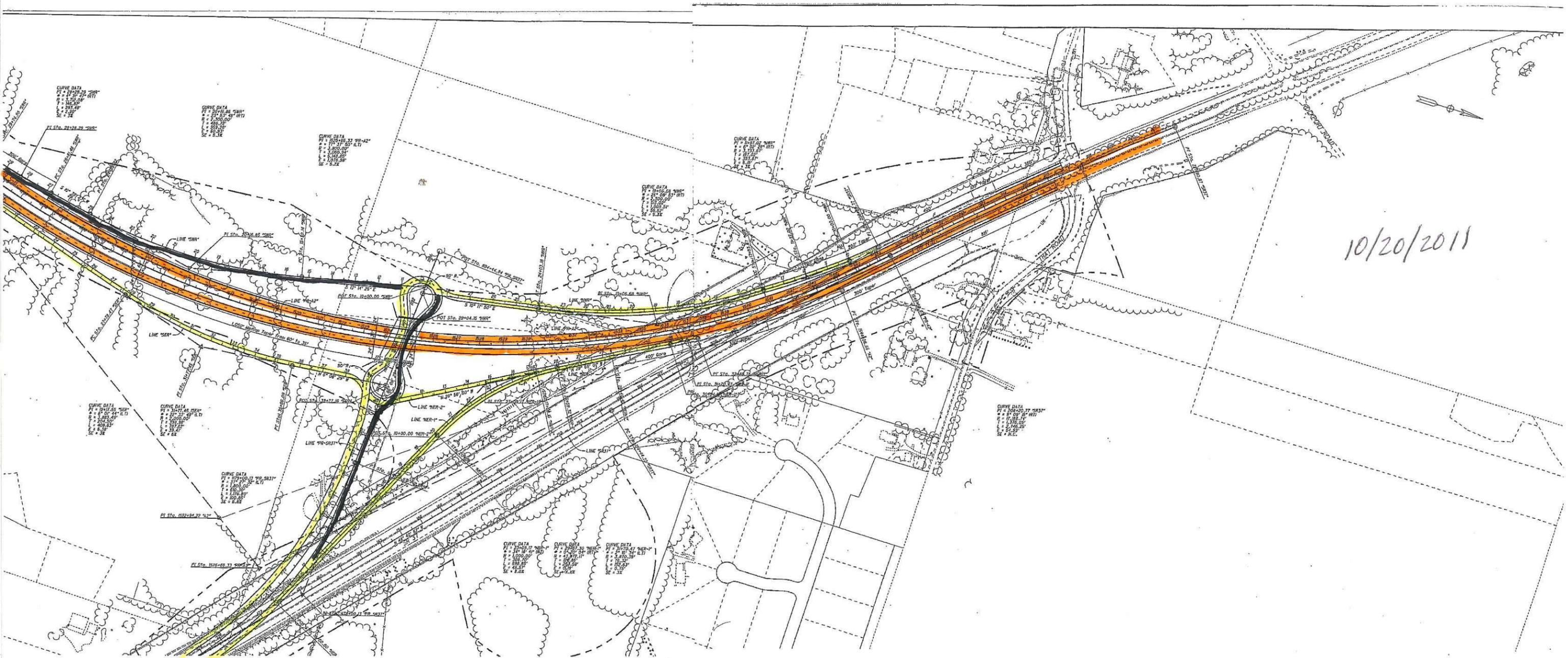
- option would be to tie approval of Section 4 to needed improvements in Section 5. Mr. Williams stated this would be difficult given the timelines INDOT has given for completion of Section 4. Mr. Martin noted that the "dumping" of interstate traffic onto roadways not capable of safely handling that traffic was not to occur.
- v. Other non-safety related issues – Mr. Martin raised questions about the impact of the interstate on air quality. He suggested that air quality modeling be incorporated into the Long Range Transportation Plan update process. Mr. Stoops asked if the air quality model could be run using the new quality assured data. Mr. Hess stated there is no air quality model. As part of its comments on the DEIS, the BMCMPPO requested that air quality be evaluated and the request was denied. Mr. Stoops asked staff to look into what is involved to do an air-quality model, what is currently known, and investigate the issue further. Mr. Martin noted that maintaining air quality is essential to future employment opportunities and it is necessary that we know what impacts push us closer to non-attainment.
- c. Outstanding Section 5 concerns within MPO jurisdiction in Section 5
 - vi. Mr. Baker questioned whether participating agency status would give the locals any increased authority over the project. He also was unclear as to what binds all of the groups together as part of the agreement. Mr. Martin explained there is no indication the locals would have increased authority. Instead, the participating agency status would hopefully allow more access to work and decisions made behind the scenes, such as modeling assumptions.
 - vii. Alternative Transportation Plan expectations – Mr. Hess reiterated a point made by Mr. Williams earlier in which INDOT has made provisions in the design of the interstate to accommodate bicycles and pedestrians on the cross streets. However, no parallel multi-use trail is included in the design even though this is called out for in State, BMCMPPO, and County documents. Mr. Martin stated that it is important that Section 5 not impede or make planned alternative transportation opportunities impossible for the local jurisdictions to achieve.
 - d. Mr. Martin agreed to compose and circulate among sub-committee members a list of "wants" based on today's discussion as a reply to Mr. Stark's question. Mr. McDaniel indicated that unless more progress was made on the outstanding Section 4 and Section 5 issues raised by BMCMPPO members, he expected to move the February MPO meeting to March. Staff indicated that there was no urgent pending action request that required a public hearing and other business could be done electronically if necessary.

The meeting adjourned at 4:00 PM.

Minutes prepared by Raymond Hess and Richard Martin

1/4/2012





10/20/2011

CURVE DATA
PI STA. 10129.23+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10145.00+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10160.77+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10176.54+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10192.31+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10208.08+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10223.85+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10239.62+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

PI STA. 10255.39+00

PI STA. 10271.16+00

CURVE DATA
PI STA. 10286.93+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

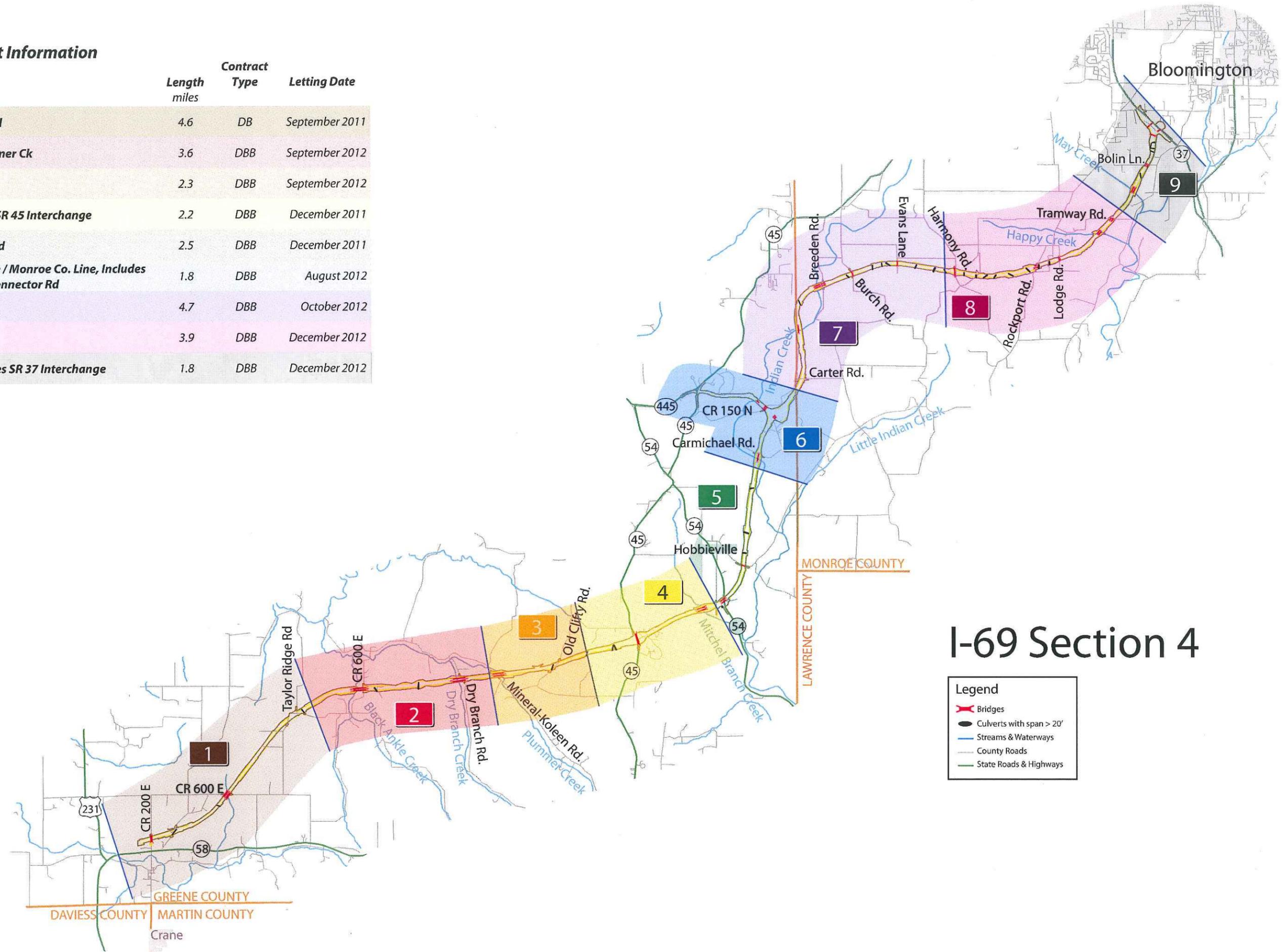
CURVE DATA
PI STA. 10302.70+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10318.47+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

CURVE DATA
PI STA. 10334.24+00
R = 1000.00'
L = 100.00'
E = 1.00'
S = 0.00'

Preliminary Segment Information

| Contract Description | Length miles | Contract Type | Letting Date |
|---|--------------|---------------|----------------|
| 1 US231 to Taylor Ridge Rd | 4.6 | DB | September 2011 |
| 2 Taylor Ridge Rd to Plummer Ck | 3.6 | DBB | September 2012 |
| 3 Plummer Ck to SR 45 | 2.3 | DBB | September 2012 |
| 4 SR 45 to SR 54, Includes SR 45 Interchange | 2.2 | DBB | December 2011 |
| 5 SR 54 to Carmichael Road | 2.5 | DBB | December 2011 |
| 6 Carmichael Rd to Greene / Monroe Co. Line, Includes Co. Line Interchange / Connector Rd | 1.8 | DBB | August 2012 |
| 7 Co. Line to Harmony Rd | 4.7 | DBB | October 2012 |
| 8 Harmony Rd to May Ck. | 3.9 | DBB | December 2012 |
| 9 May Ck. to SR 37, Includes SR 37 Interchange | 1.8 | DBB | December 2012 |



I-69 Section 4

Legend

- Bridges
- Culverts with span > 20'
- Streams & Waterways
- County Roads
- State Roads & Highways