

MAR -8 2012

March 6, 2012

Dear Bloomington / Monroe MPO Members:

We are at a point in history at which various situations around the country will determine the relationships between governments and the people. The highway matter that you are dealing with is such a situation.

Either government will be responsible and responsive or we will be subjects instead of citizens. That is the issue.

The difference could not be greater - or more important.

Opposition of the highway project as proposed would be appreciated and supported, especially by the people of this area.

Thank you very much for your attention.

Truly and sincerely yours,  
Steve Hendricks

1116 S Sugar Maple CT  
Bloomington, IN 47403

 **I-69 Concerns for W. Victor Heights Drive**

1 message

**cindybloom5@aol.com** <cindybloom5@aol.com>

Thu, Mar 8, 2012 at 2:08 PM

To: richardm@tinwisle.com, mstoops@co.monroe.in.us, ajruff@indiana.edu, mpo@bloomington.in.gov

My name is Cindy Jeffers and I reside at 1845 W. Victor Heights Drive. I spoke at the MPO Meeting on November 4, 2011 about my concerns for the W. Victor Heights Drive neighborhood. I-69 is going to devastate our neighborhood. The two homes closest to the proposed route are only going to be about 200 - 400 feet away from I-69.

Attached you will find a noise study analysis that was done on our neighborhood. It clearly shows we are going to be greatly impacted by I-69 noise. We desperately need a noise barrier wall but are not getting one because INDOT says it is not cost effective. If INDOT doesn't want to build us a noise barrier wall, then maybe the state should consider purchasing the six homes on W. Victor Heights Drive. Another idea might be to give each of the six home owners \$30,000 which is the maximum that INDOT allots per benefited receptor threshold. With this money each homeowner could insulate their home, put in sound barrier windows, and build a privacy fence.

Once I-69 is built, it is going to be impossible for the homeowners in our neighborhood to enjoy the simple things like opening our windows or being in our yards. The noise that filters in to our homes may also be unbearable. Other concerns are air pollution, light pollution, and having to look at this unsightly interstate. The residents of W. Victor Heights Drive are not going to be able to get away from I-69. We are going to have to hear it, see it, smell it and breathe it 24/7. This is a miserable thought.

If I-69 does get voted in to TIP, please do not let INDOT dump I-69 on top of our neighborhood without giving the homeowners some type of compensation.

Thank you.

-----Original Message-----

From: Yeager, Rusty <[RYeager@blainc.com](mailto:RYeager@blainc.com)>

To: 'cindybloom5@aol.com' <[cindybloom5@aol.com](mailto:cindybloom5@aol.com)>

Cc: DuPont, Jason <[JDupont@blainc.com](mailto:JDupont@blainc.com)>; Swickard, Eric <[ESwickard@blainc.com](mailto:ESwickard@blainc.com)>; Dave Pluckebaum <[dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com)>; Steven Winters <[swinters@dlzcorp.com](mailto:swinters@dlzcorp.com)>; Steve Walls <[swalls@indot.in.gov](mailto:swalls@indot.in.gov)>; Goffinet, David <[DGoffinet@blainc.com](mailto:DGoffinet@blainc.com)>

Sent: Thu, Oct 20, 2011 8:24 am

Subject: I-69 Section 4 Highway Noise Analysis Inquiry Response

Ms. Jeffers,

Your inquiry concerning the I-69 Section 4 noise assessment and barrier analysis results has been forwarded to my attention for response. Hopefully, the following synopsis and attachments will help to explain the findings of the study for your particular location. If you have any additional questions, please feel free to contact me at the toll free number listed at the close of this e-mail.

A comprehensive highway noise technical report was prepared for Section 4 to document existing sound levels within the environment throughout the general project corridor. Your residence at 1845 W Victor Heights Drive was cataloged as receptor R-325 in the study. Existing condition sound levels were recorded in the Victor Heights area at both the residence at the end of Victor Heights on the north side of the road (M-60) and at a residence on the corner of Victor Heights Drive and Victor Pike (M-44). On the attached map (see page 898) note the location of your residence and the two sampled locations identified as R-328 (M-60) and R-408 (M-44) in the upper right corner of the map. The measured sound levels for these two locations were 43.2 decibels at M-60 and 53.7 decibels at M-44.

Noise modeling using the FHWA Traffic Noise Model (TNM 2.5) was conducted for each of the potential noise

sensitive receptors within at least 500 feet of any of the proposed alternatives. This methodology used forecasted traffic volumes for I-69 to predict the traffic noise levels at each of the nearby residences along the proposed highway routes. Because there were two options for the Refined Preferred Alternative No. 2 (Initial Design and Low Cost Design) two predicted highway traffic noise level predictions were calculated. The attached tables (page 984 and 997) indicate that for your property the predicted level would be 64.5 decibels for the Initial Design and 62.9 decibels for the Low Cost Design.

The INDOT Traffic Noise Analysis Procedure, which was approved by the FHWA in June 2011, establishes two criteria by which a road project can result in a noise impact to a potential noise sensitive receptor. First, for residential land use such as yours, a predicted noise level of 66 decibels or more would constitute an impact. Second, an increase of 15 decibels in the predicted noise levels over existing levels is considered a "substantial increase" and would also constitute an impact. Although the predicted 64.5 and 62.9 decibel levels at your property do not meet the first criteria, each of these predicted levels do represent an increase of 15 decibels or more above the current (ambient) levels documented for your neighborhood (43.2 decibels). As such, yours as well as the other residences in your neighborhood, were identified as being impacted by the proposed highway.

Concerning the use of noise barrier walls as a mitigation measure for the impacts to your property, as well as others in the Victor Heights and Rolling Glen housing developments, the TNM 2.5 was utilized to predict the effectiveness of such a measure to reduce noise levels in these neighborhoods. Barrier H-2 was analyzed for both the Initial Design and Low Cost Design options of the Refined Preferred Alternative No. 2 to determine if it meet both the "feasible" and "reasonable" criteria established in the INDOT Traffic Noise Analysis Procedure. Both barrier analyses concluded that a barrier was "feasible" because they could achieve the 5 decibel reduction goal in the highway traffic noise and there were no apparent engineering limitations to constructing such a feature. However, neither of the H-2 barriers analyzed meet the cost-effectiveness part of the "reasonableness" criteria. In order for a barrier to be considered to be cost-effective, it must be equal to or below the \$30,000 per benefited receptor threshold, where benefited receptor is defined as any receptor that would experience a 5 decibel reduction as a result of the barrier. In the case of barrier H-2 for the Initial Design (see page 932), a total of 21 benefited receptors within Rolling Glen and Victor Heights were identified, but at an estimated cost of \$2,083,074, the cost per benefited receptor would be \$99,194, which is well above the "reasonableness" criteria. Similarly, for the H-2 Low Cost Design barrier analysis (see page 968), the estimated cost of \$2,459,210 yielded a cost per benefited receptor value of \$129,432.

Because the barrier analysis conducted in the NEPA phase of the highway project are not based on final designs, each construction segment is reviewed for any possible changes from the preliminary NEPA design that might warranted a second evaluation of the barrier analysis. However, because of the layout of the residences in the Victor Heights and Rolling Glen neighborhoods relative to the proposed highway, professional experience indicates that any minor or even moderate changes to the roadway geometry (i.e., minor shift in the alignment, change of grade, cross section alteration) would not likely constitute a notable change in conditions at this location that would result in the either neighborhood falling within the cost-effective threshold.

Again, if you have any additional questions, please feel free to contact our office.

Rusty Yeager  
Environmental Biologist III  
Bernardin, Lochmueller and Associates, Inc.  
6200 Vogel Road  
Evansville, IN 47715-4006  
800-423-7411 toll free  
812-479-6200 phone  
812-479-6262 fax

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## 5 attachments

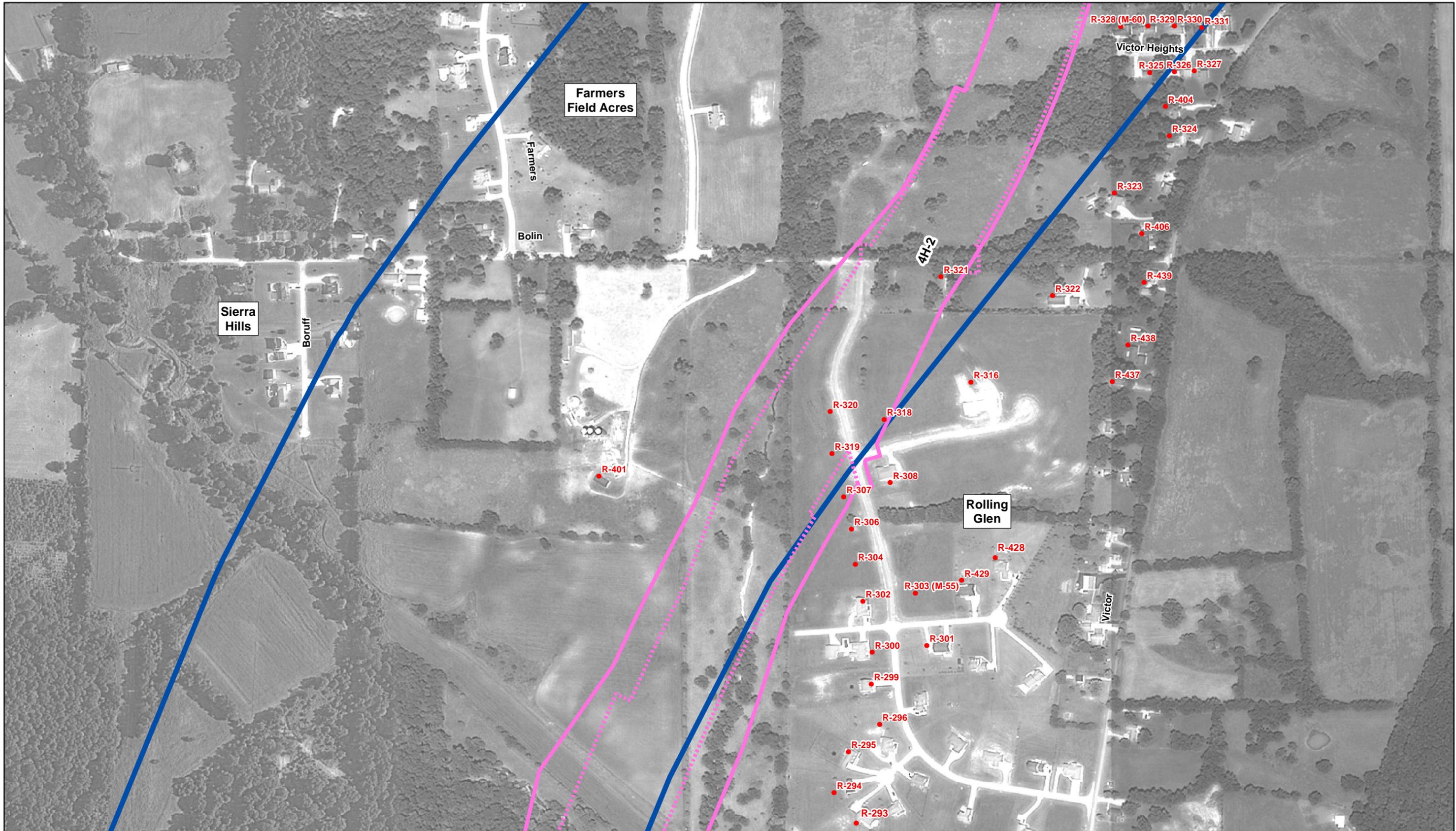
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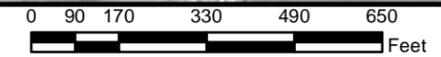


*I-69 Evansville to Indianapolis  
Tier 2 Studies*  
*Section 4 - US 231 to SR 37*  
Indiana Department of Transportation

- Approved Corridor
- County Boundary
- TNM Noise Receivers
- Elevation Point

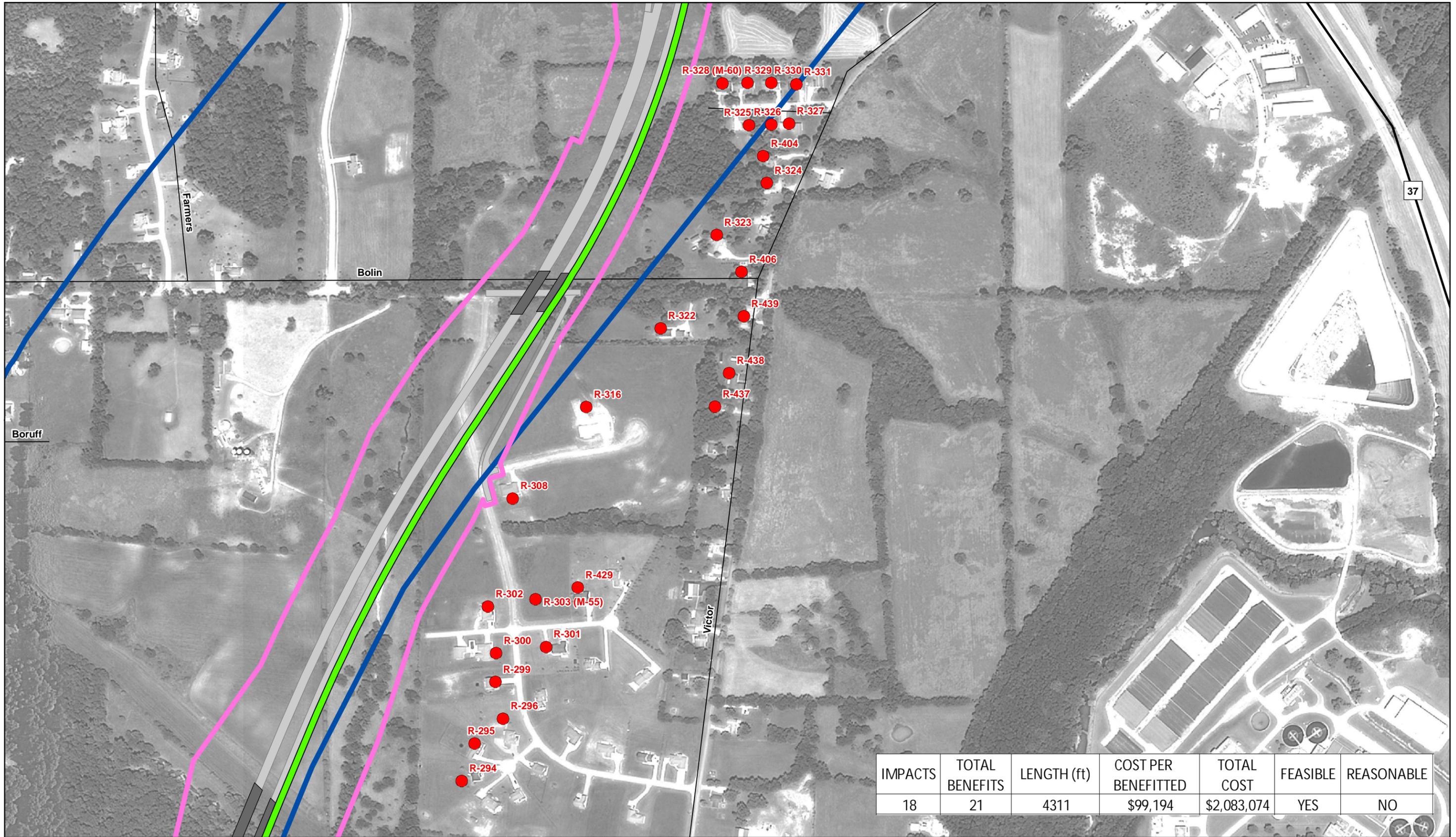
Refined Preferred Alternative 2

- Initial Design Criteria
- Low-Cost Design Criteria



**Figure 1, Page 45 of 47**  
**TNM Receiver Locations - Aerial**  
**Refined Preferred Alternative 2**  
**INDOT Traffic Noise Policy, 2011**



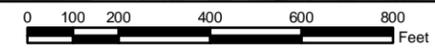


IMPACTS	TOTAL BENEFITS	LENGTH (ft)	COST PER BENEFITTED	TOTAL COST	FEASIBLE	REASONABLE
18	21	4311	\$99,194	\$2,083,074	YES	NO

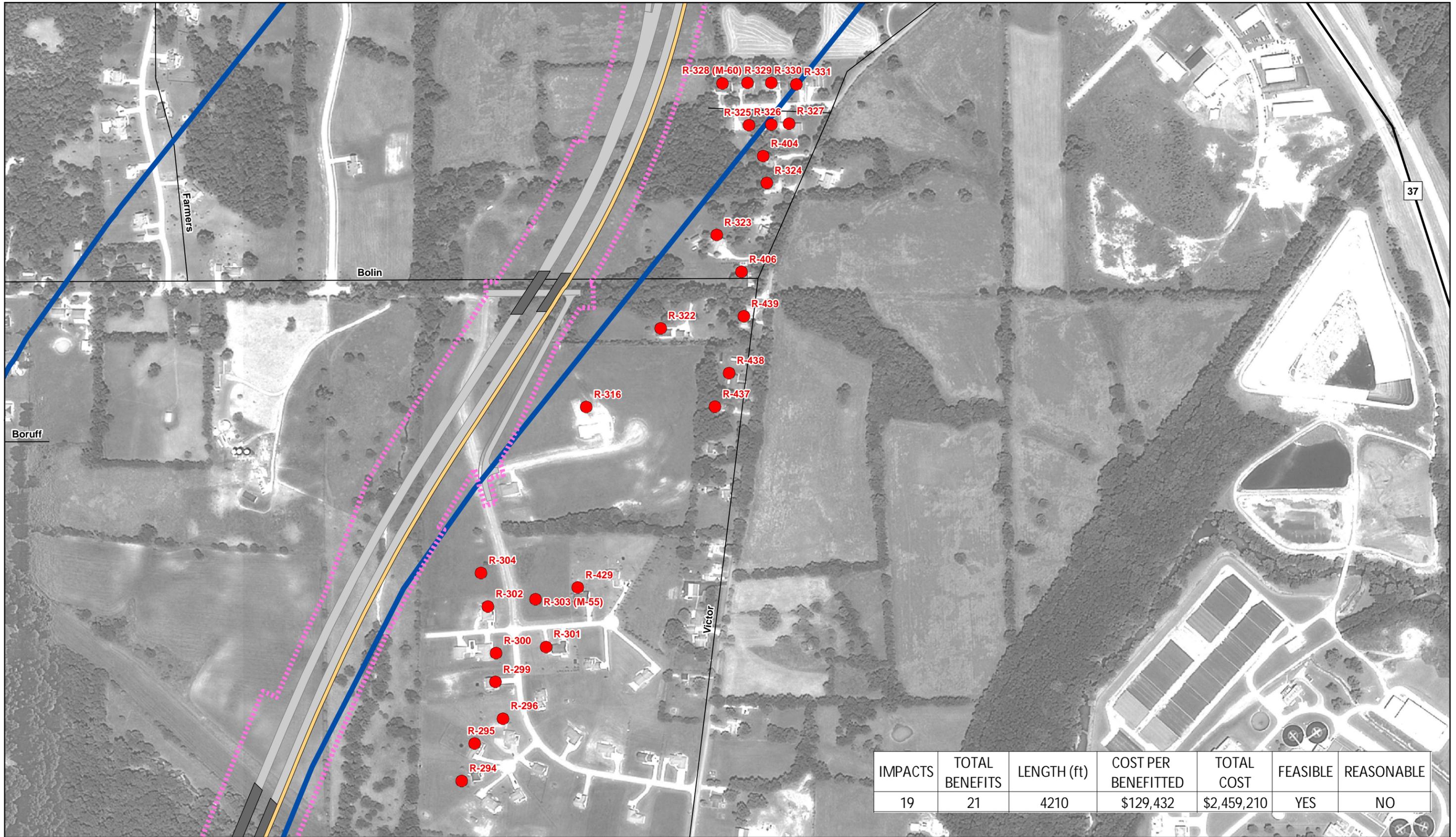


*I-69 Evansville to Indianapolis  
Tier 2 Studies*  
*Section 4 - US 231 to SR 37*  
Indiana Department of Transportation

- TNM Noise Receivers
- Potential Noise Wall
- Approved Corridor
- Initial Design Criteria
- County Boundary
- Refined Preferred Alternative 2



**FIGURE 2-32: Refined Preferred Alternative 2  
Initial Design Criteria, Barrier H-2,  
(INDOT Traffic Noise Policy, 2011)**

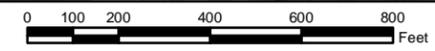


IMPACTS	TOTAL BENEFITS	LENGTH (ft)	COST PER BENEFITTED	TOTAL COST	FEASIBLE	REASONABLE
19	21	4210	\$129,432	\$2,459,210	YES	NO



*I-69 Evansville to Indianapolis Tier 2 Studies*  
*Section 4 - US 231 to SR 37*  
 Indiana Department of Transportation

- TNM Noise Receivers
- Potential Noise Wall
- Low-Cost Design Criteria
- Approved Corridor
- County Boundary
- Refined Preferred Alternative 2



**FIGURE 2-68: Refined Preferred Alternative 2 Low-Cost Design Criteria, Barrier H-2, (INDOT Traffic Noise Policy, 2011)**

APPENDIX B-1: - SUMMARY OF MODELING RESULTS - INITIAL DESIGN CRITERIA - SUBSECTION H

	Receiver not included in the TNM Run
	Receiver has a Substantial Increase Impact
	Receiver being acquired as part of the Project
	Receiver has a Substantial Increase and NAC impact
	Receiver has a NAC impact

Receiver Name	Representative Ambient Site	Ambient-Existing Conditions (dBA)	Predicted-Existing Conditions (dBA)	Future No Build (dBA)	Refined Preferred Alt No. 2 (4H-2)		
					Predicted Noise levels (dBA)	Increase Over Existing (dBA)	Increase Over Future No-Build Adjusted (dBA)
R-191	M-38	40.7		45.7	58.3	17.6	12.6
R-190	M-38	40.7		32.4	65.1	24.4	32.7
R-189	M-38	40.7		32.3			
R-193	M-38	40.7		11.3	59.6	18.9	48.3
R-194	M-40	43.2		30.1	63.6	20.4	33.5
R-195 (M-58)	M-58	57.9	33.2	23.5	63	5.1	39.5
R-289	M-55	40.0		12.4	58.8	18.8	46.4
R-401	M-43	43.0		37.6	63	20.0	25.4
R-321	M-42	52.0		40.5			
R-335	M-46	57.4		58.5			
R-336	M-46	57.4		56.6			
R-337	M-46	57.4		55.3			
R-338 (M-46)	M-46	57.4	58.3	60.0			
R-355 (M-45)	M-45	61.2	61.6	62.8	61.5	0.3	-1.3
R-354	M-45	61.2		58.5	59.2	-2.0	0.7
R-328 (M-60)	M-60	43.2	44.0	44.3	66.6	23.4	22.3
R-329	M-60	43.2		45.5	64.7	21.5	19.2
R-330	M-60	43.2		46.1	62.9	19.7	16.8
R-331	M-44	53.7		47.0	60.6	6.9	13.6
R-325	M-60	43.2		46.1	64.5	21.3	18.4
R-326	M-44	53.7		46.8	62.2	8.5	15.4
R-327	M-44	53.7		47.7	60.9	7.2	13.2
R-320	M-55	40.0		35.7			
R-319	M-55	40.0		35.5			
R-307	M-55	40.0		35.3			
R-306	M-55	40.0		34.1			
R-304	M-55	40.0		34.6			
R-302	M-55	40.0		34.6	62.4	22.4	27.8
R-300	M-55	40.0		34.3	61.5	21.5	27.2
R-301	M-55	40.0		34.8	61.9	21.9	27.1
R-308	M-55	40.0		35.7	63.8	23.8	28.1
R-318	M-55	40.0		36.1			
R-316	M-55	40.0		37.9	67.4	27.4	29.5
R-299	M-55	40.0		34.0	61.2	21.2	27.2
R-296	M-55	40.0		33.1	60.4	20.4	27.3
R-295	M-55	40.0		33.7	60.9	20.9	27.2
R-294	M-55	40.0		33.6	60.9	20.9	27.3
R-293	M-55	40.0		33.5	60.1	20.1	26.6
R-339	M-46	57.4		47.7	54.1	-3.3	6.4
R-340	M-46	57.4		50.9	53.6	-3.8	2.7
R-341	M-46	57.4		55.1	57.1	-0.3	2.0
R-343	M-46	57.4		58.8	58.5	1.1	-0.3
R-342	M-46	57.4		63.5			
R-344	M-45	61.2		59.9			
R-345	M-45	61.2		55.9			
R-348	M-45	61.2		61.3			
R-349	M-45	61.2		59.1	65.3	4.1	6.2
R-350	M-49	54.4		55.2	58.2	3.8	3.0
R-351	M-50	60.8		53.6	54	-6.8	0.4
R-356	M-49	54.4		57.8	57.9	3.5	0.1

APPENDIX B-2: - SUMMARY OF MODELING RESULTS - LOW-COST DESIGN CRITERIA - SUBSECTION H

	Receiver not included in the TNM Run
	Receiver has a Substantial Increase Impact
	Receiver being acquired as part of the Project
	Receiver has a Substantial Increase and NAC impact
	Receiver has a NAC impact

Receiver Name	Representative Ambient Site	Ambient-Existing Conditions (dBA)	Predicted-Existing Conditions (dBA)	Future No Build (dBA)	Refined Preferred Alt No. 2 (4H-2)		
					Predicted Noise levels (dBA)	Increase Over Existing (dBA)	Increase Over Future No-Build Adjusted (dBA)
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R-189	M-38	40.7		32.3			
R-193	M-38	40.7		11.3	57.5	16.8	46.2
R-194	M-40	43.2		30.1	62.8	19.6	32.7
R-195 (M-58)	M-58	57.9	33.2	23.5	63	5.1	39.5
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R-401	M-43	43.0		37.6	61.8	18.8	24.2
R-321	M-42	52.0		40.5			
R-335	M-46	57.4		58.5			
R-336	M-46	57.4		56.6			
R-337	M-46	57.4		55.3			
R-338 (M-46)	M-46	57.4	58.3	60.0			
R-355 (M-45)	M-45	61.2	61.6	62.8	62.1	0.9	-0.7
R-354	M-45	61.2		58.5	59.2	-2.0	0.7
R-328 (M-60)	M-60	43.2	44.0	44.3	64.5	21.3	20.2
R-329	M-60	43.2		45.5	62.8	19.6	17.3
R-330	M-60	43.2		46.1	61	17.8	14.9
R-331	M-44	53.7		47.0	58.6	4.9	11.6
R-325	M-60	43.2		46.1	62.9	19.7	16.8
R-326	M-44	53.7		46.8	60.5	6.8	13.7
R-327	M-44	53.7		47.7	58.9	5.2	11.2
R-320	M-55	40.0		35.7			
R-319	M-55	40.0		35.5			
R-307	M-55	40.0		35.3			
R-306	M-55	40.0		34.1			
R-304	M-55	40.0		34.6	65.5	25.5	30.9
R-302	M-55	40.0		34.6	65.1	25.1	30.5
R-300	M-55	40.0		34.3	63.4	23.4	29.1
R-301	M-55	40.0		34.8	61.5	21.5	26.7
R-308	M-55	40.0		35.7	67.5	27.5	31.8
R-318	M-55	40.0		36.1			
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R-299	M-55	40.0		34.0	62.1	22.1	28.1
R-296	M-55	40.0		33.1	60.9	20.9	27.8
R-295	M-55	40.0		33.7	62.1	22.1	28.4
R-294	M-55	40.0		33.6	62.3	22.3	28.7
R-293	M-55	40.0		33.5	60.5	20.5	27.0
R-339	M-46	57.4		47.7	52.9	-4.5	5.2
R-340	M-46	57.4		50.9	53.6	-3.8	2.7
R-341	M-46	57.4		55.1	57.2	-0.2	2.1
R-343	M-46	57.4		58.8	59.4	2.0	0.6
R-342	M-46	57.4		63.5			
R-344	M-45	61.2		59.9			
R-345	M-45	61.2		55.9			
R-348	M-45	61.2		61.3			
R-349	M-45	61.2		59.1	65.1	3.9	6.0
R-350	M-49	54.4		55.2	58.3	3.9	3.1
R-351	M-50	60.8		53.6	54.2	-6.6	0.6
R-356	M-49	54.4		57.8	58	3.6	0.2

 **Re: MPO's Decision Re Inclusion of I-69**

1 message

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

Fri, Mar 9, 2012 at 9:34 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>

Hello Again MPO Policy Committee Members,

We have followed the process and communication closely and appreciate everyone's close attention to this important project for our community, region and state. Our concerns and suggestions detailed in previous e-mails to you all below have not changed and we encourage you to vote today in favor of including Section 4 of I-69 in our local TIP.

Thank you for your hard work and your consideration.

My Best,

Dan

*Dan Peterson  
Vice President Industry & Government Affairs  
Cook Group Incorporated  
750 Daniels Way  
PO Box 1608  
Bloomington, IN 47402  
812-331-1025*

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**From:** Dan Peterson <dan.peterson@cookgroup.com>

**Date:** Thu, 3 Nov 2011 16:49:29 -0400

**To:** "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, Mark Kruzan <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>

**Subject:** Re: MPO's Decision Re Inclusion of I-69

Dear MPO Policy Committee members,

I sent the e-mail below some weeks ago and still feel very strongly about this issue. In fact, I think the rationale to move forward now is even more compelling given the potential loss of not only transportation dollars for road/bridge improvements, etc. but public transit funds as well. While I can understand the rationale suggested by some that holding out on including I-69 in the TIP perhaps gives us leverage to negotiate items that are important to us in planning, I think there is a compelling counter risk that continuing to hold out and block moving forward on this will put INDOT in a reactive position that would result in eliminating or greatly reducing our go forward ability to have impact on design and implementation issues.

Again, thank you for your consideration.

---

**From:** Dan Peterson <dan.peterson@cookgroup.com>

**Date:** Fri, 9 Sep 2011 10:05:58 -0400

**To:** "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, Mark Kruzan <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>

**Subject:** MPO's Decision Re Inclusion of I-69

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