



**POLICY COMMITTEE**  
April 12, 2013; 1:30 – 3:00 p.m.  
Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes:
  - A. March 8, 2013
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - A. Citizens Advisory Committee
  - B. Technical Advisory Committee
- V. Reports from the MPO Staff
  - A. MTP Task Force
  - B. TIP Administrative Modification
  - C. Draft FY 2014-2017 TIP Projects
- VI. Old Business
  - A. Transportation Improvement Program Amendment
    - i. Statewide Fracture Critical Bridge Inspections (INDOT)\*
- VII. New Business
  - A. Transportation Improvement Program Amendment
    - i. Section 5, Interstate 69 (INDOT)\*
- VIII. Communications from Committee Members (*non-agenda items*)
  - A. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
  - A. Technical Advisory Committee – April 24, 2013 at 10:00 a.m. (McCloskey Room)
  - B. Citizens Advisory Committee – April 24, 2013 at 6:30 p.m. (McCloskey Room)
  - C. Policy Committee – May 10, 2013 at 1:30 p.m. (Council Chambers)

Adjournment

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker)*



**Policy Committee Meeting Minutes**  
**Mar. 8, 2013 Council Chambers 115, City Hall**

*Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department. \*\*Technical difficulties –an incomplete audio recording was produced for this meeting. See DVD for complete recording.\*\**

**Policy Committee:** Jack Baker (Bloomington Plan Commission), Susie Johnson (Public Works), Richard Martin (County Plan Commission, Kent McDaniel (BT), Iris Kiesling (County Commission), Andy Ruff City Council), David Sabbagh (MPO-CAC), Cheryl Munson (County Council), Mark Kruzan (Bloomington Mayor), Ryan Gallagher (INDOT- Seymour), and Bill Williams (County Highway).

**Others:** Michelle Allen (FHWA), Adrian Reid (City Engineering), Mary Jo Hamman (Michael Baker), Tony McClellan (INDOT), Sandra Flum (INDOT), Christine Glaser (Green File Consulting Group), and Mick Harrison (CARR).

**MPO Staff:** Josh Desmond, Anna Dragovich, Scott Robinson, and Jane Weiser

**I. Call to Order & Committee Introductions**

**II. Approval of Minutes:**

A. **February 8, 2013 -- \*\*\*The minutes were unanimously approved.**

**III. Communications from the Chair** – Mr. McDaniel reported on the successful Public Transit Day at the Indiana Statehouse in February. Several large underground tanks have been found on the site of the new Downtown Transit Terminal causing some temporary delays.

**IV. Reports from Officers and/or Committees**

**A. Citizens Advisory Committee** – Mr. Sabbagh reported from the CAC. At the last meeting, they have a vigorous discussion of the Fullerton project involving government representatives and the public.

**B. Technical Advisory Committee** – Mr. Reid said the TAC appreciated the CAC report on the Fullerton project. He invited Mary Jo Hamman and Sandra Flum to update the TAC about progress on Section 5 of I-69. Ms. Hamman said the comment period for the DEIS has closed and Baker has been reviewing the 180 comments received. They received input from all participating agencies, surrounding counties, permitting agencies and other interested groups and individual citizens. They are working toward an FEIS and Record of Decision to be published in June 2013. In answer to a question from Mr. McDaniel, the participating agencies have been meeting generally once a month. Mr. McDaniel pointed out that there was a memo drafted by all the members of the Policy Committee to INDOT from the local collaboration committee put together by the Chamber of Commerce. Has there been an official response? Many comments concerned bicycle and pedestrian accommodation. We are looking at bicycle and pedestrian facilities on all of our cross-streets through the urban section of Bloomington. More study will be done on adding these amenities. They are looking at sidewalks on the south side of 2<sup>nd</sup> St. and a multiuse path on the north side. They are looking to include a multiuse path and bike lanes on both sides of the bridge on W. 3<sup>rd</sup> St. They plan to reuse the partial interchange at N. Walnut St. INDOT is working on a De Minimus Agreement to shift I-69 away from Wapehani Park.

Mr. Ruff said he considers I-69 project as one whole project. INDOT has opportunistically enjoyed moving back and forth between considering it segments of various sizes to address certain concerns and then looking at it as if it is a whole project to tout benefits. I am going to ask about Section 4 because I think it is relevant here even though we are talking about Section 5. He said that he had worked as an Erosion and Sediment Control professional for a decade relating to construction work. Why is work in

Section 4 in the terrain southwest of Bloomington to and including Greene County being done at what is unquestionably the absolute worst time to be doing the aggressive work that is being done. In a freeze/thaw period the soil is as wet and unstable as it ever is. From morning to night, huge equipment is being used with obscene consequences. Doing this kind of work at this time of year would not be recommended under any responsible construction plan. Can you answer why the work is so aggressively happening right now? Sandra Flum from INDOT said that the project that is being constructed in Section 4 is being constructed under the commitments that we made environmentally with US Fish and Wildlife and other resource agencies. One of those commitments is not being able to remove trees from the right-of-way outside of a window between April 1 and Nov. 15. That commitment requires that tree removal happens only between Nov. 15 and March 31. It is also when there is earthwork done at the same time. We have actively pursued erosion and sediment control. It is in place and working. Mr. Ruff said that the clearing of trees to form a pathway is because of the Indiana bat. We are going to see the type of construction work that would follow such clearing happening before November in Monroe County. After Nov. 1 would still not be the ideal time of year but it is a far better time than right now. Will we be seeing construction work that would have required clearing that couldn't have been done in November? Ms. Flum said clearing will happen before March 31 and construction happens any time between now and then after the clearing is done. Construction work can happen any time of the year under suitable conditions for the type of work that will be performed but clearing happens between Nov. 15 and March 31. Mr. Ruff asked if they are anticipating the construction work to be happening before November. Ms. Flum said that they started construction last year and they will continue to construct throughout the construction season and during suitable weather from now until the project is done.

**V. Reports from the MPO Staff**

**A. MTP Task Force** – Mr. Desmond presented a brief update on progress on the transportation plan. The Task Force met with the consultant and received a report. It was a productive discussion. The model is being fine tuned. They should be done with their on-board survey for BT. We went through a 2-week field test period to test our proposed household travel survey. This will help us start to model different types of trip-making behaviors for different types of people across our community. They sent a pre-test out to MPO members and City and County employees. We got over 200 responses. We will be informing the community that this new test is available next week. There will be more public meetings. We have identified some key stakeholder groups that we believe should have input on the plan. Mr. Martin noted that the survey that the MPO is about to launch can be somewhat daunting for people. He encouraged everyone to complete the survey. Partial completion doesn't help us at all. The more completed information we have, the better we can identify problems now and project further problems into the future. Mr. Sabbagh said he understood that this survey is based on a national survey. Mr. Desmond said that he understood that there is a set of national household travel data that we will blend into our data set. Mr. McDaniel asked when the general survey would go live. Mr. Desmond said there would be a press release for the new survey next week. Ms. Munson suggested that knowing the distance between your multiple stops it will be helpful.

**VI. Old Business -- None**

**VII. New Business**

**A. Transportation Improvement Program Amendment**

- i. Statewide Fracture Critical Bridge Inspections (INDOT)\*** -- Ms. Dragovich said that the request is from INDOT. The amendment is in the TIP now. There is only funding for 2013. This amendment is to add money for 2014 and 2015. Mr. Martin said that he understands it--this amendment along with the other two that we did in September of last year are essentially to support this activity throughout the state not necessarily in our MPO. Mr. Desmond said it is a blanket contract for the entire state.

Mr. Martin said that people shouldn't think that we would be spending \$400,000 per year examining bridges here. Mr. Ruff asked if every MPO is approving the same thing. Who decides which bridges throughout the state get inspected? Mr. Desmond said that they are state road bridges. Whatever inventory or monitoring system they use will call up a certain round of bridges to be inspected on a regular basis. Mr. Ruff asked why we wouldn't have foreseen in 2013 the need that this is an ongoing program. Mr. Desmond said we bring forward what is requested of us and fix it later should it be necessary. Mr. Ruff said this seems like a funny request to him. It seems that this kind of thing would be routinely built into a budget and that MPOs wouldn't be approving money for things like statewide bridge inspections on a regular basis. Mr. Desmond said that this is the first time that he remembers having done a state-wide series of TIP amendments as opposed to things that are just within our MPO area. You would have to ask INDOT to clarify that. Ms. Allen said that she thought that this was to get the money into the TIP so that repairs could be made on a more timely basis rather than having to wait for a TIP amendment. Mr. Ruff asked what the source of the funding would be. Mr. Gallagher said he couldn't answer the specific question. He assumed that this would come from one of their 5 regular federal funds. Mr. Ruff asked if our MPO area has any bridges that would be in line quickly for this. Mr. Gallagher said the INDOT Bridge Section downtown would decide what needs inspected and on what routine basis it needs inspected.

**Public Comment:**

Mr. Harrison said he had a couple of questions but didn't know if there was anyone at the meeting who could answer them since they relate to Mr. Ruff's questions. Since the person from Federal Highway said it is the purpose of this type of funding to get it into the TIP in advance so that if you need it in an emergency basis, it would be available. If that were the logic, why wouldn't you have approved a budget for the entire TIP time period that has already been approved instead of only 2013? Why would you do that year by year? Isn't it required that any project approved in a TIP whether it is construction, maintenance, inspection, etc. has to be fiscally constrained before you can approve the TIP? Doesn't it have to be fiscally constrained (meaning you know where the funding is coming from) for the entire period of the TIP before you can approve it? If that is the case how could you have approved something like this for only one portion of the TIP period? Does anyone care to answer those questions?

Mr. McDaniel said we typically don't respond to questions from the public. It's a comment period. But there is additional discussion from the committee. If somebody wants to discuss that they are welcome to.

Mr. Harrison commented that you shouldn't approve this until you get those answers. Thank you.

Mr. Martin said that back in September we had 3 separate amendments that had to do with various kinds of bridge issues. This is the only one that did not have 3 years worth of funding attached to it. The submerged structures portion did and the others one did. He thought that each one of them was for ½ million dollars each. The total was \$1.5 million each year for the first year and \$1 million for the second and third because these 2 were not included in it at that point in time. He said that he hadn't been on the MPO long enough to know if we have been asked to do this before. He didn't recall that we have had to do it before. Was it in our previous TIP—this kind of a request? Mr. McDaniel said he didn't recall having done this before. Mr. Martin asked what has changed in federal law which would require us to put this in the TIP. Is the State now asking for federal funding for this activity whereas before this was not a federally funded activity but a State activity and therefore would not have to be in our TIP because it didn't require any federal money? He was a little uncomfortable last time and now that the discussion has happened again he was wondering again why this is here? He understood the

logic if we are going to use federal funds of doing it in advance. What he has not heard is why we are moving from a position of not having had to do this in the past to having to do it now. Ms. Allen said she could not speak to whether you've had to ask for funds for this. But she did know that in the past couple of years it is something that FHWA has noticed—where something hasn't been in the TIP and then there was a delay time. She thinks that might be spurring some of this statewide. Some MPOs have emergency provisions. Probably INDOT is looking at what types of things may have to happen on a statewide basis to get things into multiple TIPs so that we don't run into this problem. This may be a new approach for INDOT.

Mr. Martin said he didn't recall that this was part of FHWA's systematic review comments either. The last time you did your review of the MPO, I don't believe this was part of the comments. Ms. Allen agreed. Mr. Martin said he was assuming that this was new because of the issues of the bridges down south. Ms. Allen said there are other times when there is a HAZMAT issue where INDOT has to do something there. That is another thing that INDOT is looking at and considering whether they need to get something on a statewide basis so that we don't have a delay and get out and do federally funded work in an MPO area. This is probably just a way to kind of make sure that something needs to happen, it can happen in a timely manner.

Mr. Ruff said that these types of inspections and repairs have always happened when needed. He was very supportive of them happening but the fact that they have always been able to happen as needed and the fact that there is virtually no explanation or information that addresses any of the lines of questioning here in the packet. He didn't feel comfortable voting yes. He will vote no.

Ms. Munson said that she has not understood to her satisfaction the point of fiscal constraint for bridge inspections. Has money already been promised by INDOT for these 3 different years? Has that funding source been identified for these 3 years? Mr. Gallagher said he couldn't identify the funding without a member of the bridge team here to tell him the history of the funding. When we put together a biennium budget, we look forward. He thought he would ask the bridge people if this is what happened in this case. His guess was that we have identified that funding within that biennium budget period that we are getting approved through the legislature and now it's in this. That is why it is before us today. Mr. Ruff said he was trying to get at what the ultimate funding source or if it came from traditional highway funding revenues (federal and state). Keep in mind that using INDOT's own budget numbers fully 40.1% of all available traditional funding for 2013 is slated for I-69 in Section 4. To be able to throw these numbers around assuming that just because we are told that funds are there so therefore it is fiscally constrained—I don't think that is good enough or responsible. We could be told if there's a million dollars in one spot and then a bunch of projects point to that money saying that we have funds to pay for those million dollar projects. All of the projects together could equal \$10 million. That is not fiscally constrained. We are not supposed to be approving things that are not fiscally constrained. He said he didn't think that there is enough here in what we got to make any kind of determination.

Mr. Kruzan asked INDOT whether there is a preference that we vote on this today or tabling this until next month. He would rather put off the vote rather than to send a message that we are voting against critical bridge inspections. He didn't know enough about this to know what the dates are. He didn't have any expectation of receiving nitty gritty answers today. Mr. Desmond suggested that the motion be to postpone the vote. Mr. Gallagher said that was acceptable. INDOT could then have members of the teams involved to answer specific questions.

**\*\*\*Mr. Kruzan moved to postpone voting on the TIP amendment. Mr. Gallagher seconded the motion. The motion was approved by unanimous voice vote.**

Mr. Kruzan asked about next month's meeting and the expectations that INDOT has in trying to get I-69 Section 5 into the TIP. The only thing he wanted to ask is whether there is an expectation that all of the questions that we have been working on since October 2012 will be answered prior to the vote to include the project in the

TIP. Ms. Flum with INDOT said they would hope to answer the committee's questions prior to standing before you next month. Mr. Kruzan said there has been great progress on Wapehani. That is an example of an issue that is moving but from his perspective he couldn't imagine that being finalized by the next meeting. He noted that it was accurately depicted by INDOT earlier in this meeting. The questions he was talking about are all of the local projects and the funding mechanisms. He said he has tried to be consistent over the years that his main concern has been that we know what the fiscal impact on the whole community will be—meaning what the fiscal impacts be beyond that of the road construction project itself. He wants to know all of the rollover impacts on the community—all of the different access roads, cuts, pedestrian bridges, all of the questions that were posed. What are they, how much will they cost and where INDOT will or will not pay for things? He has always said that he needs to know these things before he could vote to approve the TIP request? Ms. Flum said that information should be available. They have already had these conversations on a monthly basis with the participating agencies. Mr. Kruzan said he was referring to the questions coming from the Chamber meetings, BEDC, IU, etc. Ms. Flum encouraged the PC members who are represented by a participating agency to have a conversation with them. Ms. Kiesling said she would like to get that information before the 11<sup>th</sup> hour. She said she wouldn't vote for the amendment if she gets that information late. Ms. Flum said that all of these questions have been answered repeatedly at the meetings with the participating agencies.

Mr. Sabbagh said that before that point we certainly want SR37 made safer for all that traffic coming in here. The longer we put that decision off will frankly put the community at risk. As long as he has been involved, we have had the community complain about bicycle and pedestrian crossing of SR37. The City and the County aren't able to solve those problems. But, it seems to him, from what he reads here, indicates that INDOT will give us those improvements. It gives us bicycle crossings and pedestrian crossings which will result in a lot more safety which the community has been asking for a long period of time. He believes in the information super highway also. He thought it wouldn't be a lot of extra money to put in conduit when you dig up the highway from Indianapolis to Bloomington. He asked for more information about existing lines and who can use them. The private sector needs lots of band width. Put in the conduit and let some other private entity blow in the fiber. He wanted INDOT to consider that.

Mr. Ruff noted that, in addition to all the questionable I-69 related activities that have been thoroughly covered by the Indianapolis Star, even recently in the local paper, the H-T covered the potentially very problematic history of the approval of Section 4 of I-69. Apparently, both INDOT and FHWA knowingly agreed to conceal relevant air quality data that may well have affected or precluded the approval at least at that time of Section 4. The fact that the H-T actually was sympathetic and acknowledged and recognized the issues involved is a pretty strong statement that there likely are some real issues. He has seen many of the INDOT and FHWA documents that led to those articles that the H-T wrote. They are related to lawsuits that are being brought by state and local groups and that are moving right now through the legal system. These documents were mostly obtained through FOIA requests by these groups. It is entirely possible that this MPO approved a project to be put in our TIP that was out of compliance of federal law at the time. We never should have been put in that position and it may be that we never should have put it into our TIP. Since Section 4 will be tied to Section 5 it is entirely relevant to Section 5. It relates directly to the fundamental mission and responsibility of this MPO and the potential approval for any new projects. He will be seeking at the next meeting (or any meeting where something related to Section 5 comes forward) a detailed presentation at the meeting of that relevant information and a little bit about that history. It is a voluminous amount of material to say the least. He suggested forming a subcommittee to look over some of these materials in advance of the meeting. He has been assured that individuals who have spent hundreds of hours pouring through these documents that they would be able to assist us in narrowing things down more efficiently than if we did it without assistance. He proposed that the chair by executive action appoint a subcommittee of volunteer members. He asked that group to develop a strategy to begin to examine some of this information in advance of the meeting. Otherwise, he didn't think they could get a handle on all of this information at the next meeting. We may be able to narrow the detailed presentation down at the next meeting if the subcommittee can help.

Mr. Desmond said that the Committee Chair can create a subcommittee. The PC votes to create a subcommittee and empower it with certain things to accomplish as a group. Mr. Ruff asked if they needed to come up with the volunteers now. Mr. Desmond said he believed that volunteers were taken at the time. Mr. Ruff asked if they could do this via email voting procedure. Mr. Desmond said he would have to research that. Mr. Martin asked what material Mr. Ruff wanted the subcommittee to review is and how that material relates to the issue before the PC at the next meeting. Mr. Ruff said the inclusion of Section 4 which brings I-69 to Bloomington and leads to Section 5 which we are about to hear may have been approved under intentional concealment of critical relevant data that would have prevented it from coming to this committee at that time and is not resolved yet. To move forward on Section 5 without even taking the time for the PC to better understand what those documents show –the H-T’s articles barely touched on it but they did at least suggest that there was a concealment of data. He would be willing to spend hours at that meeting but as a PC member to present and have assistance in presenting all information that is deemed relevant. Mr. Martin asked Mr. Ruff how is it relevant to the question that is before the PC. Mr. Ruff said he didn’t know what the question concerning Section 5 would be at the next meeting. Mr. Martin said they would know what the question is because staff will present it to them as a TIP amendment with a dollar amount on it in a box. Mr. Martin said he was not willing to spend a lot of time looking at Section 4 issues at this point even if Section 4 shouldn’t have been done. He reminded the PC that he didn’t vote for the Section 4 construction project. But, it is in the TIP and whether or not any legal action gets taken—are you saying that we should be trying to engage in some kind of de-certification of the TIP? Mr. Ruff said that the subcommittee could perhaps decide that it is pretty obvious that Section 4 should be removed from the TIP. Mr. Martin thought that it might not do any good. Mr. Ruff asked why they should take action to continue to approve of throwing additional money at Section 5 when we have reason to believe that it could be stopped for an indefinite period of time until some of these issues are decided.

Mr. Martin said he believed that there are a lot of issues that we do need to address despite the statements by INDOT that they are trying to address all this stuff. We haven’t seen any of the things that actually do it. We have very little information from our participating agencies. They may be talking to them but that information is not filtering down to us. He understood that there may have been problems with the decision process for Section 4. He certainly understood that there are problems with the way things proceed in Section 4 given the way that contractors tend to do construction anyway. He didn’t know as a person asked to make a policy decision can effectively deal with that in the context of this body. He understands and shares many of Mr. Ruff’s concerns but doesn’t think that we have the authority to do that at this point in time. He would be interested in preventing these problems going forward. Mr. Ruff asked if Mr. Martin didn’t think that it would be very likely that we would (under any circumstances) be able to amend our TIP to take out what we approved in Section 4. Mr. Martin said he thought that the PC could amend the TIP and do that. The TIP has to be signed by the governor. The governor won’t sign that TIP. We could do it but it’s already in the TIP and it’s already in the State Transportation Plan so it’s a done deal. We have no way of forcing the State to accept our TIP. Mr. Ruff said that we don’t really know to this day what the governor can and can’t do in terms in terms of rejecting our new TIP, using an old TIP, of decertifying this MPO, etc. He asked staff if they had the Mission Statement of the MPO handy. He believed that we would be proceeding to do something that is in direct conflict with our mission as an MPO to protect the health and well-being of this community.

Mr. McDaniel said that the PC cannot take action on something that is not in the agenda. He suggested that Mr. Ruff and anyone else on the PC that wants to should investigate and make a statement at the next meeting.

Mr. Sabbagh said that it sounded to him that we want to filibuster. We are complaining about the people in Washington filibustering. We can’t stop Section 4 or the connection to SR 37. We need to protect the citizens of our community by working on Section 5. You are fighting yesterday’s fight. Let’s work on tomorrow’s issues and solve those.

Mr. Kruzan said that his concern was that they have a CAC that is speaking in a manner to give a blank check to INDOT. By the way, I have no problems with filibusters. I haven't complained about them. The biggest problem with what's being said today about this is to say that we are endangering people in this community is completely inaccurate. The State of Indiana and INDOT is endangering people in this community by having built a Section 4 without having approval of a Section 5 yet. It was done as a tactic. It was done as leverage and it is working. It has got people saying what they wanted us to say. That is a real problem. I hope that the CAC will really take a look at this and not reflect that philosophy at the next meeting because we will have negotiated away any of our bargaining chips if we take that approach. We shouldn't come into this saying, "The sky is falling," and we have to do this no matter what. Then, we will have no leverage at all. His biggest concern is to protect the community's long term interest. If we have by having Section 4 approved built pressure up on ourselves—which we have now done. That doesn't mean we have to give away the farm on Section 5. To say that we need to move forward and that this is a filibuster or a delay tactic means that we can't ask any questions. Because if we ask any questions somehow we are being painted as delaying which is exactly why I brought up my concern to INDOT this month and why I brought up the same concern for years. He wants to see the answers to the questions as to what the impact on this community is going to be, how much is it going to cost and who is going to pay it. Those are reasonable questions to ask and to know the answers to in advance. If we don't know the answers then we don't vote for it. We don't think of ourselves as somehow endangering the public or engaging in unnecessary delays.

Mr. Martin said the real lesson for us from Section 4 is that our responsibility for due diligence in these policy questions is much more difficult and much greater than we ever would have anticipated. There were so many unanswered questions and those unanswered questions are still current questions going forward. Now we know better what questions to ask and what responses to expect. So far we have been asking a lot of questions but we still are not getting very good answers. Until we get solid answers that deal with this community's capabilities to move forward and meet its obligations to its residents, I don't see how we can approve anything. We have to have the answers first—not afterwards. We have to know what we are accepting when we accept something. We didn't know in Section 4. We will know in Section 5.

Ms. Allen added that she had been at all of the participating agency meetings except 1. There have been a lot of really good discussions that have come out of those meetings. I think you all need to make sure that you are talking with those folks that are at those meetings. I think a lot of these questions and a lot of project changes have come from those meetings. The idea behind those was so that we wouldn't get to a point where it felt like there were unanswered questions. Those meetings happened every month so that we could know what the community's questions were and answer those. INDOT's done a good job. Ms. Hamman has done a good job. She suggested that Mr. Martin reach out to the participating agencies. I hope that happens before the next meeting.

Ms. Kiesling said we need documentation. We can all talk but talk isn't the final answer. We would like to see it in writing.

Mr. Martin said it is not us reaching out. We are the ones who make the decisions. If people want the decisions made they have to be coming to us. We don't know who to contact.

Mr. Kruzan said that we had a lot of debate with INDOT about the Bypass which was done incredibly professionally and has exceeded expectations. I also know and this is extremely minor in the grand scheme of things but it's symbolic of his concern. Of plans that he and his predecessor had signed off on, there were plans for a pedestrian bridge that was to go over the Bypass. The plans were in writing and signed. But, the bridge just went away. The plans were in a signed agreement between the State of Indiana and the City of Bloomington. The same was done on this plan with the pedestrian crossing at Dunn and the Bypass. It was built without it with no heads up or discussion. He believed it was the right decision but there was no communication. It is

completely contrary to what the written agreement was. An explanation was given after the fact but had we disagreed on it, the road was already built. The same has been true of the truck traffic on the Section 4 construction where certain roads were not going to be used, assurances were given and those roads are being used. There is a credibility concern that we have, too. I do know that what has been said in the participating agency meetings and at the Chamber meetings. A lot of progress has been made since the beginning. It is why Wapehani is moving forward. Every question we asked was answered and it allowed us to move forward and I think it is exactly as it was described. We just have to work out the final details. So, if all that kind of pattern follows on all the other points, I think it's fair to be asking for a vote at the next meeting.

Ms. Munson said that as a new member on PC, she finds it very difficult to identify all the participating agencies and all of the various meetings that have taken place regarding Section 5. Is there going to be a written report made available to the MPO PC members prior to the next meeting?

Mr. Martin said the MPO is composed of local planning agencies of which 3 of the participating agencies in the I-69 activity constitute part of that body. They are participating in the I-69 Section 5 activity independent of the MPO. They are members of the MPO but their participation in that activity is independent of any responsibilities to the MPO. They are not obligated to report to the MPO. That is an agreement between those planning authorities and the State of Indiana—not between the MPO and the State of Indiana.

Mr. Ruff commented that the INDOT representatives who offered that several changes have been made so far in the project in response to citizen input. He would like very much if he could be provided with a list of those specific changes (not on paper or plans) but on the ground implemented changes in the project as it has been built so far as a result of citizen input. Then, along side that a list of changes that were made without any public involvement—For example, roads that have been cut that were not supposed to be cut off. He reminded everyone that over \$900 million have been spent so far on Sections 1, 2, and 3. \$700 million of that was a one-time windfall from the lease of the Toll Road. That was Major Moves money. It's not even listed where the funds will come from to construct Sections 5 and 6. Section 4 is supposed to be funded with traditional funding. That windfall of money that was there to get this thing started presumably provided some ability to have some kind of enhancements. The rest of the project—if funded at all—is going to be extremely difficult to build. It's just not very believable that it is going to play out that way. There will be nothing to build the rest.

## **VIII. Communications from Committee Members (*non-agenda items*)**

### **A. Topic Suggestions for Future Agendas**

## **IX. Upcoming Meetings**

**A. Technical Advisory Committee – March 27, 2013 at 10:00 a.m. (McCloskey Room)**

**B. Citizens Advisory Committee – March 27, 2013 at 6:30 p.m. (McCloskey Room)**

**C. Policy Committee – April 12, 2013 at 1:30 p.m. (Council Chambers)**

## **Adjournment**

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker)*



**MEMORANDUM**

To: BMCMPO Policy Committee  
 From: Anna Dragovich, Senior Transportation Planner  
 Date: April 12, 2013  
 Re: Transportation Improvement Program Administrative Modification

Since the last Policy Committee meeting (on March 8, 2013), the Indiana Department of Transportation requested a change to an existing SR 46 Bridge Deck Overlay project in the BMCMPO FY 2012-2015 Transportation Improvement Program. The request was to move the PE phase funding for the project from Fiscal Year 2013 to Fiscal Year 2014 due to delays in implementation of the project.

As detailed on page 6 of the BMCMPO [Public Participation Plan](#), this request qualified for the “administrative modification” process. The administrative modification process allows the BMCMPO Director and Chair of the Policy Committee to approve certain amendments to the TIP after a brief period of review by the Policy Committee. Any Policy Committee member may object to an administrative modification, requiring a final vote by the Policy Committee. Any amendment approved via the “administrative” process must then be reported to the Policy Committee at their next meeting.

The INDOT amendment request was sent to the Policy Committee via email on March 13, 2013. Three business days transpired without objection from any Policy Committee members, resulting in the amendment being approved. A resolution to that effect was signed by both the BMCMPO Director and the Chair of the Policy Committee, and it was sent to INDOT along with the requisite materials to document the amendment for inclusion in the STIP.

**Amendment to Indiana Department of Transportation project:**

State of Indiana Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> SR 46	PE NHS State		\$ 16,000	\$ 16,000	
<b>Location:</b> 3.00 Miles E of SR 446			\$ 4,000	\$ 4,000	
<b>Description:</b> Bridge deck overlay at bridge over Stephens Creek (3.00 miles E of SR 446)	ROW				
<b>DES#:</b> 1297004	CON				
<b>Support:</b>					
<b>Allied Projects:</b> n/a	<b>TOTAL</b>	\$ -	\$ -	\$ 20,000	\$ -

**Changes:** Moved preliminary engineering (PE) funding from Fiscal Year 2013 to Fiscal Year 2014.



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## MEMORANDUM

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**To:** MPO Policy Committee Members  
**From:** Anna Dragovich, Senior Transportation Planner  
**Date:** April 12, 2013  
**Re:** Draft Fiscal Years 2014-2017 Transportation Improvement Program

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### **Background**

In order to comply with Federal law, the MPO must develop and maintain a four-year Transportation Improvement Program (TIP). The TIP must show how federal transportation funds will be spent on state and local projects within the Metropolitan Planning Area during the specified fiscal years. A draft Transportation Improvement Program for fiscal years 2014-2017 is being developed by MPO staff with the assistance of INDOT, Monroe County, the City of Bloomington, the Town of Ellettsville, Bloomington Transit and Rural Transit.

The tables that follow describe in detail the proposed programming of Federal funding in the new 2014 – 2017 TIP. The first two tables summarize the project funding available, and the proposed local expenditures by funding source. In order for the TIP to be considered fiscally constrained, the total programmed expenditures must not exceed the total expected revenues for each fiscal year. It is important to note that the revenues and expenditures tables do not account for State projects since these are subject to statewide financial constraints beyond the scope of the BMCMPPO.

Additionally, each specific project table displays the proposed project costs by phase (PE, RW, or CON) and shows the Federal and local funding shares for each phase. The project tables presented here includes mostly carry-over projects that are in the current FY 2012 – 2015 TIP, some of which may be seeking additional funds for their completion.

### **Requested Action**

No action from the Policy Committee is requested at this time. A final draft TIP document is anticipated to be presented to the Policy Committee at the May 10<sup>th</sup> meeting.

**Bloomington/Monroe County Metropolitan Planning Organization**

**Revenue Summary Table**

Revenues

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	\$ 5,587,268	\$ 2,732,834	\$ 2,732,834	\$ 2,732,834	\$ 13,785,770
TE	\$ 2,387,315	\$ -	\$ -	\$ -	\$ 2,387,315
TA	\$ 313,248	\$ 156,624	\$ 156,624	\$ 156,624	\$ 783,120
HSIP	\$ 872,942	\$ 407,221	\$ 407,221	\$ 407,221	\$ 2,094,605
Bridge	\$ 71,614	\$ -	\$ 66,106	\$ -	\$ 137,720
FTA 5307/09	\$ 2,091,128	\$ 3,448,337	\$ 3,400,178	\$ 2,534,854	\$ 11,474,497
FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	\$ 3,170,131
FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	\$ 286,047
PMTF	\$ 2,857,110	\$ 2,971,394	\$ 3,109,649	\$ 3,255,373	\$ 12,193,527
Farebox	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	\$ 6,836,547
Local	\$ 4,954,504	\$ 4,011,246	\$ 3,278,427	\$ 3,974,049	\$ 16,218,225
<b>TOTAL</b>	<b>\$ 21,744,766</b>	<b>\$ 16,144,131</b>	<b>\$ 15,708,702</b>	<b>\$ 15,769,905</b>	<b>\$ 69,367,504</b>

**Expenditures Summary Table**

Expenditures

Funding Source	Fiscal Year				
	2014	2015	2016	2017	TOTAL
STP	\$ 5,577,642	\$ 2,496,580	\$ 1,535,774	\$ 4,175,774	\$ 13,785,770
TE	\$ 2,387,315	\$ -	\$ -	\$ -	\$ 2,387,315
TA	\$ 158,800	\$ 8,000	\$ 220,800	\$ -	\$ 387,600
HSIP	\$ 148,500	\$ -	\$ 1,495,200	\$ -	\$ 1,643,700
Bridge	\$ 71,614	\$ -	\$ 66,106	\$ -	\$ 137,720
FTA 5307/09	\$ 2,091,128	\$ 3,448,337	\$ 3,400,178	\$ 2,534,854	\$ 11,474,497
FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988	\$ 3,170,131
FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	\$ 286,047
PMTF	\$ 2,857,110	\$ 2,971,394	\$ 3,109,649	\$ 3,255,373	\$ 12,193,527
Farebox	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	\$ 6,836,547
Local	\$ 4,954,504	\$ 4,011,246	\$ 3,278,427	\$ 3,974,049	\$ 16,218,225
<b>TOTAL</b>	<b>\$ 20,856,250</b>	<b>\$ 15,352,032</b>	<b>\$ 15,663,797</b>	<b>\$ 16,649,000</b>	<b>\$ 68,521,079</b>

Bloomington/Monroe County Metropolitan Planning Organization

**State of Indiana Projects**

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>ISP parking lot maintenance</b>					
<b>Location:</b>	Parking lot @ Indiana State Police in Bloomington	PE				
<b>Description:</b>	HMA Overlay, Preventative Maintenance	RW				
<b>DES #:</b>	1173506	CN	NHS State	\$ 42,000 \$ 10,500		
<b>Support:</b>						
<b>Allied Projects</b>		<b>TOTAL:</b>		\$ 52,500		

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>New Signal Installation</b>					
<b>Location:</b>	SR 46 and Matthews Drive at RP 47 + 08 in Ellettsville	PE				
<b>Description:</b>	Signal modernization at State Route 46 and Matthews Drive in Ellettsville	RW				
<b>DES #:</b>	1173647	CN	NHS State	\$ 172,800 \$ 43,200		
<b>Support:</b>						
<b>Allied Projects</b>		<b>TOTAL:</b>		\$ 216,000		

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Pavement Project</b>					
<b>Location:</b>	From SR 46 to ECL of Unionville	PE				
<b>Description:</b>	HMA Overlay, Preventive Maintenance	RW				
<b>DES #:</b>	1296962	CN	NHS State		\$ 1,270,400 \$ 317,600	
<b>Support:</b>						
<b>Allied Projects</b>		<b>TOTAL:</b>			\$ 1,588,000	

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bridge Rehabilitation</b>					
<b>Location:</b>	3.00 miles E of SR-446 over Stephens Creek on SR-46	PE	BR State	\$ 16,000 \$ 4,000		
<b>Description:</b>	Bridge rehabilitation over Stephens Creek on State Route 46, 3 miles east of State Route 446.	RW				
<b>DES #:</b>	1297004	CN	BR State			\$ 436,000 \$ 109,000
<b>Support:</b>						
<b>Allied Projects</b>		<b>TOTAL:</b>		\$ 20,000		\$ 545,000

**Bloomington/Monroe County Metropolitan Planning Organization**

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>I-69 Section 5</b>	NHS State	\$ 6,400,000	\$ 1,600,000		
<b>Location:</b>	Kinser Pike to Victor Pike		PE	\$ 1,600,000	\$ 400,000	
<b>Description:</b>	Conversion of State Route 37 to fully access controlled interstate from Kinser Pike to Victor Pike	NHS State	\$ 13,840,000	\$ 8,000,000		
			RW	\$ 3,460,000	\$ 2,000,000	
<b>Des #:</b>	1297885	NHS State	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000
<b>Support:</b>			CN	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
<b>Allied Projects</b>		<b>TOTAL:</b>	<b>\$ 45,300,000</b>	<b>\$ 32,000,000</b>	<b>\$ 20,000,000</b>	<b>\$ 20,000,000</b>

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bridge Inspections</b>	BR State	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
<b>Location:</b>	Various		PE	\$ 120,000	\$ 120,000	\$ 120,000
<b>Description:</b>	Statewide underwater bridge inspections					
			RW			
<b>Des #:</b>	1297250					
<b>Support:</b>			CN			
<b>Allied Projects</b>		<b>TOTAL:</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bridge Inspections</b>	BR State	\$ 400,000	\$ 400,000		
<b>Location:</b>	Various		PE	\$ 100,000	\$ 100,000	
<b>Description:</b>	Statewide fracture critical bridge inspections					
			RW			
<b>Des #:</b>	1297452					
<b>Support:</b>			CN			
<b>Allied Projects</b>		<b>TOTAL:</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>

State of Indiana Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bridge Inspections</b>	BR State	\$ 480,000	\$ 400,000		\$ 400,000
<b>Location:</b>	Various		PE	\$ 120,000	\$ 100,000	
<b>Description:</b>	Statewide bridge load rating inspections					
			ROW			
<b>DES#:</b>	1297451					
<b>Support:</b>			CON			
<b>Allied Projects:</b>	n/a	<b>TOTAL</b>	<b>\$ 600,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>

Bloomington/Monroe County Metropolitan Planning Organization

**Monroe County Projects**

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Fullerton Pike/Gordon Pike/Rhorer Rd.</b>	STP Local	\$ 385,400			
<b>Location:</b>	Wickens Drive to Walnut Street Pike					
<b>Description:</b>	Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	STP Local		\$ 811,800		
		STP Local			\$ 1,399,132	\$ 1,399,132
<b>DES#:</b>	801059				\$ 349,783	\$ 349,783
<b>Support:</b>	GPP, LRTP					
<b>Allied Projects:</b>	SR 37/I-69, Sare Road	<b>TOTAL</b>	\$ 385,400	\$ 811,800	\$ 1,748,915	\$ 1,748,915

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Karst Farm Greenway (Phase I)</b>	PE				
<b>Location:</b>	South of Vernal Pike to Karst Farm Park					
<b>Description:</b>	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	RW				
		TE Local	\$ 1,500,000			
<b>DES#:</b>	600370		\$ 401,328			
<b>Support:</b>	LRTP, MCGTSP, BATGSP, ERCP					
<b>Allied Projects:</b>	Ellettsville Heritage Trail, B-Line Trail	<b>TOTAL</b>	\$ 1,901,328	\$ -	\$ -	\$ -

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Karst Farm Greenway (Phase IIa)</b>	Local	\$ 8,000			
<b>Location:</b>	Vernal Pike to Woodyard Rd.					
<b>Description:</b>	Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	Local	\$ 91,200			
		TE TA	\$ 430,000 \$ 120,400			
<b>DES#:</b>	9002263	Local	\$ 137,600			
<b>Support:</b>	LRTP, MCGTSP, BATGSP, ERCP					
<b>Allied Projects:</b>	Ellettsville Heritage Trail, B-Line Trail	<b>TOTAL</b>	\$ 787,200	\$ -	\$ -	\$ -

**Note:** The figures in italics represent illustrative funding

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Mt. Tabor Road Bridge #33</b>	Local	\$ 43,000			
<b>Location:</b>	Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road					
<b>Description:</b>	Bridge replacement	Local	\$ 15,500			
		STP Local	\$ 1,781,000 \$ 445,250			
<b>DES#:</b>	801060					
<b>Support:</b>	Bridge Inventory & Safety Inspection, LRTP					
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 2,284,750	\$ -	\$ -	\$ -

**Bloomington/Monroe County Metropolitan Planning Organization**

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bridge Safety Inspection &amp; Inventory</b>	BR Local	\$ 71,614		\$ 66,106	
<b>Location:</b>	various locations in Monroe County		PE	\$ 17,904		\$ 16,526
<b>Description:</b>	Bridge safety inspection and rating	RW				
<b>DES#:</b>	BR-NBIS	CN				
<b>Support:</b>	LRTP, NBIS					
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 89,518	\$ -	\$ 82,632	\$ -

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Upgrade Signs</b>					
<b>Location:</b>	Various locations		PE			
<b>Description:</b>	Replace outdated regulatory, warning, and guide signs to meet the Manual on Uniform Traffic Control Devices (MUTCD) retroreflectivity requirements on roadways	RW				
<b>DES#:</b>	1006377	CN	HSIP	\$ 58,500		
<b>Support:</b>	MUTCD		Local	\$ 6,500		
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 65,000	\$ -	\$ -	\$ -

Monroe County Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Karst Farm Greenway (Phase 3)</b>	TA Local	\$ 38,400			
<b>Location:</b>	From railbanked area to Hartstrait Road		PE	\$ 9,600	<i>Note: The figures in italics represent illustrative funding</i>	
<b>Description:</b>	Multi-use trail with amenities	RW		\$ 8,000		
<b>DES#:</b>	to be assigned	CN		\$ 2,000		
<b>Support:</b>	LRTP, MCATGSP, BATGSP, ERCP		TA		\$ 220,800	
<b>Allied Projects:</b>	Other Karst Farm Phases, Ellettsville Heritage Trail, B-Line Trail	<b>TOTAL</b>	\$ 48,000	\$ 10,000	\$ 276,000	\$ -

**City of Bloomington Projects**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>W. 2nd Street Feasibility Study</b>	STP Local	\$ 100,000			
<b>Location:</b>	W. 2nd St. from Walnut Street to Basswood Drive		PE	\$ 25,000		
<b>Description:</b>	Complete Streets study to evaluate alternatives & designs for corridor improvements to W. 2nd St. w/ emphasis on Walnut to Patterson due to Hospital.	RW				
<b>DES#:</b>	to be assigned	CN				
<b>Support:</b>	LRTP					
<b>Allied Projects:</b>	S. Rogers Streetscape, B-Line Trail. W. 2nd Street Sidewalk Project, I69	<b>TOTAL</b>	\$ 125,000	\$ -	\$ -	\$ -

**Bloomington/Monroe County Metropolitan Planning Organization**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>17th St. &amp; Arlington Rd. Roundabout</b>					
<b>Location:</b>	Intersection of Arlington Road, W. 17th Street and N. Monroe Street	PE				
<b>Description:</b>	Replacement of "K" intersection with a modern roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow	RW				
<b>DES#:</b>	0900216	CN	STP	\$ 2,600,000	\$ 830,000	
<b>Support:</b>	L RTP	CN	Local	\$ 650,000	\$ 207,500	
<b>Allied Projects:</b>	Crestline Development, Vernal Pike & Crescent Rd.		<b>TOTAL</b>	\$ 3,250,000	\$ 1,037,500	\$ - \$ -

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>17th St. &amp; Jordan Ave.</b>					
<b>Location:</b>	Intersection of E 17th Street and N. Jordan Avenue	PE				
<b>Description:</b>	Improve vertical geometry and sight distance at the intersection and on approaches	RW				
<b>DES#:</b>	0901710	CN	STP	\$ 960,000		
<b>Support:</b>	L RTP	CN	Local	\$ 240,000		
<b>Allied Projects:</b>	17th and Fee Intersection Realignment, SR45/46 Bypass		<b>TOTAL</b>	\$ 1,200,000	\$ - \$ -	\$ - \$ -

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Old SR 37 &amp; Dunn St. Intersection Improvements</b>					
<b>Location:</b>	At the intersection of Old SR 37 & Dunn St.	PE				<i>Note: The figures in italics represent illustrative funding</i>
<b>Description:</b>	Improve horizontal and vertical geometry and sight distance at the intersection and on approaches	RW	STP		\$ 200,000	
<b>DES#:</b>	1297060	CN	Local		\$ 50,000	
<b>Support:</b>	L RTP	CN	HSIP		\$ 1,440,000	
<b>Allied Projects:</b>	Proposed development on Old SR 37		Local		\$ 160,000	
			<b>TOTAL</b>	\$ -	\$ 250,000	\$ 1,600,000 \$ -

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Tapp Rd &amp; Rockport Rd Intersection Improvements</b>		STP		\$ 259,072	
<b>Location:</b>	At the intersection of Tapp Rd/Country Club Dr. and Rockport Rd.	PE	Local		\$ 64,768	
<b>Description:</b>	Modernize intersection and upgrade from 4-way stop to roundabout or signal	RW	STP		\$ 600,000	
<b>DES#:</b>	901730	CN	Local		\$ 150,000	
<b>Support:</b>	L RTP, BBPTGSP	CN	STP			\$ 2,640,000
<b>Allied Projects:</b>	Tapp/Adams Roundabout, Rogers/Country Club Intersection Improvements		Local			\$ 660,000
			<b>TOTAL</b>	\$ -	\$ 1,073,840	\$ - \$ 3,300,000

**Bloomington/Monroe County Metropolitan Planning Organization**

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>University Courts Brick St. Restoration</b>					
<b>Location:</b>	Park Avenue from 7th St to 8th St. (~.1mi)	PE				
<b>Description:</b>	Phased restoration of brick streets in the University Courts Historic District including 8th St. intersection and replacement of sidewalks and curbing	RW				
<b>DES#:</b>	0902258	TE	\$ 130,000			
<b>Support:</b>	Historic Survey	Local	\$ 134,354			
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 264,354	\$ -	\$ -	\$ -

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Upgrade Signs (Zones 5-8) Phase 2</b>					
<b>Location:</b>	Various locations (downtown, IU, core neighborhoods)	PE				<i>Note: The figures in italics represent illustrative funding</i>
<b>Description:</b>	Retroreflectivity Upgrades to regulatory signs.	RW				
<b>DES#:</b>	to be assigned	HSIP	\$ 90,000			
<b>Support:</b>	MUTCD	Local	\$ 10,000			
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 100,000	\$ -	\$ -	\$ -

City of Bloomington Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Black Lumber Trail spur</b>			\$ 64,000		
<b>Location:</b>	Henderson Street to B-Line Switchyard property (approx .3 miles)	PE	STP	\$ 16,000		
<b>Description:</b>	Construction of a multi-use trail for non-motorized use	RW				
<b>DES#:</b>	To be assigned	STP		\$ 406,866		
<b>Support:</b>	BATGSP, PMP	Local		\$ 101,717		
<b>Allied Projects:</b>	B-Line Trail, B-Line Trail Switchyard	<b>TOTAL</b>	\$ -	\$ 588,583	\$ -	\$ -

**Town of Ellettsville Projects**

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Ellettsville Heritage Trail (Ph 1)</b>					
<b>Location:</b>	Along former rail line from Main St. to Depot Rd.	PE	TE			
<b>Description:</b>	Construction of a multi-use trail for non-motorized use, including site amenities.	RW	Local			
<b>DES#:</b>	0301167	TE	\$ 103,795			
<b>Support:</b>	MCATGSP	Local	\$ 25,946			
<b>Allied Projects:</b>	B-Line Trail, Ellettsville-Stinesville Trail	<b>TOTAL</b>	\$ 129,741	\$ -	\$ -	\$ -

**Bloomington/Monroe County Metropolitan Planning Organization**

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Ellettsville Heritage Trail (Ph II)</b>	TE	\$ 12,800			
<b>Location:</b>	Bridge over Jack's Defeat Creek	PE Local	\$ 3,200			
<b>Description:</b>	Construction of a multi-use trail bridge for non-motorized use.	TE				
		RW Local				
<b>DES#:</b>	1297579	TE	\$ 210,720			
		CN Local	\$ 52,680			
<b>Support:</b>	MCATGSP					
<b>Allied Projects:</b>	B-Line Trail, Ellettsville-Stinesville Trail	<b>TOTAL</b>	\$ 279,400	\$ -	\$ -	\$ -

**Bloomington Transit Projects**

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>25 Foot Buses</b>	FTA 5307	\$ 67,500			
<b>Description:</b>	Purchase of a new 25 foot bus	Local	\$ 16,875			
<b>DES#:</b>	1172615, 1172616					
<b>Support:</b>	LRTP, TDP	<b>TOTAL</b>	\$ 84,375	\$ -	\$ -	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>40 Foot Buses</b>	FTA5307		\$ 1,040,000	\$ 1,081,600	
<b>Description:</b>	Purchase of three 40-foot buses in 2015, three in 2016 and four in 2017.	FTA 5309				\$ 1,499,819
		Local		\$ 260,000	\$ 270,400	\$ 374,955
<b>DES#:</b>	n/a					
<b>Support:</b>	LRTP, TDP	<b>TOTAL</b>	\$ -	\$ 1,300,000	\$ 1,352,000	\$ 1,874,774

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>BT Access Vehicles</b>	FTA 5307	\$82,115	\$ 85,400	\$ 88,816	\$ 92,369
<b>Description:</b>	This project would provide for the replacement of 3 2002 40-foot buses in 2015; 3 2003 buses in 2016; and 4 2003 buses in 2017.	Local	\$20,529	\$ 21,350	\$ 22,204	\$ 23,092
<b>DES#:</b>	1172617, 1172618, 1172619, 1172620					
<b>Support:</b>	LRTP, TDP	<b>TOTAL</b>	\$ 102,644	\$ 106,750	\$ 111,020	\$ 115,461

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Fare Collection Equipment</b>	FTA 5307	\$ 12,000			
<b>Description:</b>	Replace a 2002 portable fare revenue auditor in 2014 which securely stores fare revenues from the bus to the counting room	Local	\$ 3,000			
<b>DES#:</b>	n/a					
<b>Support:</b>	TDP, ITS	<b>TOTAL</b>	\$ 15,000	\$ -	\$ -	\$ -

**Bloomington/Monroe County Metropolitan Planning Organization**

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Maintenance</b>	FTA 5307	\$ 100,000	\$ 104,000	\$ 108,160	\$ 112,486	
<b>Description:</b>	Capitalize the purchase of engine/transmission rebuilds & tires for BT fixed route vehicles.	Local	\$ 25,000	\$ 26,000	\$ 27,040	\$ 28,122	
<b>DES#:</b>	1172622, 1172623, 1172624, 1172625						
<b>Support:</b>	LRTP, TDP		<b>TOTAL</b>	\$ 125,000	\$ 130,000	\$ 135,200	\$ 140,608

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Operational Assistance</b>	FTA 5307	\$ 1,702,313	\$ 1,982,617	\$ 2,061,922	\$ 2,144,399	
<b>Description:</b>	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight service.	FTA 5316	\$ 286,047	\$ -	\$ -	\$ -	
		PMTF	\$ 2,546,235	\$ 2,648,084	\$ 2,754,008	\$ 2,864,168	
		Local	\$ 1,647,127	\$ 1,713,012	\$ 1,781,533	\$ 1,852,794	
		Fares	\$ 1,609,939	\$ 1,674,336	\$ 1,741,310	\$ 1,810,962	
<b>DES#:</b>	1172605, 1172612, 1172613, 1172614						
<b>Support:</b>	LRTP, GPP, TDP		<b>TOTAL</b>	\$ 7,791,661	\$ 8,018,049	\$ 8,338,773	\$ 8,672,323

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Passenger Shelters</b>	FTA 5307	\$ 25,600		\$ 27,680		
<b>Description:</b>	Purchase of 6 new shelters/benches in 2014 and 6 more in 2016.	Local	\$ 6,400		\$ 6,920		
<b>DES#:</b>	1172628						
<b>Support:</b>	LRTP, GPP, TDP		<b>TOTAL</b>	\$ 32,000	\$ -	\$ 34,600	\$ -

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Support &amp; Maintenance Vehicles</b>	FTA 5307	\$ 68,000	\$ 70,720		\$ 25,600	
<b>Description:</b>	Purchase support & maintenance vehicles	Local	\$ 17,000	\$ 17,680		\$ 6,400	
<b>DES#:</b>							
<b>Support:</b>	GPP, TDP, LRTP		<b>TOTAL</b>	\$ 85,000	\$ 88,400	\$ -	\$ 32,000

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Paratransit AVL &amp; Scheduling Technology</b>	FTA 5307		\$ 120,000			
<b>Description:</b>	Replace the existing 2002 paratransit scheduling software & purchase scheduling software with AVL technology	Local		\$ 30,000			
<b>DES#:</b>							
<b>Support:</b>	GPP, TDP, LRTP		<b>TOTAL</b>	\$ -	\$ 150,000	\$ -	\$ -

Bloomington Transit Projects			Fiscal Year				
			2014	2015	2016	2017	
<b>Project:</b>	<b>Portable Maintenance Lifts</b>	FTA 5307	\$ 33,600				
<b>Description:</b>	Purchase a complete set of portable maintenance lifts for one BT vehicle maintenance bay.	Local	\$ 8,400				
<b>DES#:</b>							
<b>Support:</b>	GPP, TDP, LRTP		<b>TOTAL</b>	\$ 42,000	\$ -	\$ -	\$ -

## Bloomington/Monroe County Metropolitan Planning Organization

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Fuel Usage Hardware/Software</b>	FTA 5307		\$ 20,000		
<b>Description:</b>	Replace the 1997 fuel usage hardware/software that is used to track, report and monitor fuel usage for both the BT and IU Campus Buses	Local		\$ 5,000		
<b>DES#:</b>						
<b>Support:</b>	GPP, TDP, LRTP	<b>TOTAL</b>	\$ -	\$ 25,000	\$ -	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Paratransit Security Camera Technology</b>	FTA 5307			\$ 32,000	
<b>Description:</b>	Equip all paratransit vehicles with security cameras for purposes of investigating accidents and customer incidents	Local			\$ 8,000	
<b>DES#:</b>						
<b>Support:</b>	GPP, TDP, LRTP	<b>TOTAL</b>	\$ -	\$ -	\$ 40,000	\$ -

Bloomington Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Bus Radio Communications Technology</b>	FTA 5307				\$ 160,000
<b>Description:</b>	Replace the 2005 bus radio communications system in 2017. This would provide replacement radios for all fixed route buses.	Local				\$ 40,000
<b>DES#:</b>						
<b>Support:</b>	GPP, TDP, LRTP	<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 200,000

### Rural Transit Projects

Rural Transit Projects			Fiscal Year			
			2014	2015	2016	2017
<b>Project:</b>	<b>Operating Budget</b>	FTA 5311	\$ 713,651	\$ 742,139	\$ 816,353	\$ 897,988
<b>Description:</b>	Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	\$ 310,875	\$ 323,310	\$ 355,641	\$ 391,205
		Local	\$ 507,711	\$ 528,019	\$ 580,821	\$ 638,903
<b>DES#:</b>	n/a					
<b>Support:</b>	Coordinated Plan	<b>TOTAL</b>	\$ 1,532,237	\$ 1,593,468	\$ 1,752,815	\$ 1,928,096



**MEMORANDUM**

**To:** BMCMPO Policy Committee  
**From:** Anna Dragovich, Senior Transportation Planner  
**Date:** April 12, 2013  
**Re:** Transportation Improvement Program (TIP) Amendments

**Indiana Department of Transportation**

This TIP amendment was originally brought to the Policy Committee on March 8<sup>th</sup>, 2013. At that meeting, the Policy Committee voted to postpone the TIP amendment for future consideration.

The request is for additional funds to be added to an INDOT project currently in the FY 2012-2015 TIP. A total of \$500,000 has already been programmed for this project in FY 2013. This amendment request would add \$500,000 to FY 2014 and \$500,000 to FY 2015.

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Bridge Inspections	PE	BR		\$ 400,000	\$ 400,000	\$ 400,000
<b>Location:</b> Various		State		\$ 100,000	\$ 100,000	\$ 100,000
<b>Description:</b> Statewide fracture critical bridge inspections	ROW					
<b>DES#:</b> 1297452	CON					
<b>Support:</b>						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ -	\$ 500,000	\$ 500,000	\$ 500,000

**Recommendation**

Both the Technical Advisory Committee and Citizens Advisory Committee recommended approval of this TIP amendment at their meetings on February 27<sup>th</sup>.



**MEMORANDUM**

**To:** MPO Policy Committee Members  
**From:** Anna Dragovich, Senior Transportation Planner  
**Date:** April 12, 2013  
**Re:** Transportation Improvement Program (TIP) Amendment

The Indiana Department of Transportation has requested a TIP amendment to include Section 5 of I-69 (DES #1297885) in to the FY 2012-2015 TIP. The entirety of Section 5 runs from just south of State Route 39 near Martinsville to south of Bloomington near Victor Pike. The segment that INDOT has requested be amended to the TIP represents the portion of Section 5 that is within the BMCMPPO Metropolitan Planning Area (MPA) which runs from Kinser Pike, north of Bloomington, to Victor Pike, south of Bloomington.

The project consists of an upgrade of existing State Route 37 to a fully access-controlled interstate highway. The portion of Section 5 that is within the MPA has a total project cost of \$77,700,000 spanning fiscal years 2013 through 2015. INDOT estimates that an additional \$82,900,000 will be needed in later fiscal years to finish construction on this portion of Section 5. The entirety of Section 5 from State Route 39 near Martinsville to Victor Pike is estimated to cost a total of \$394,100,000.

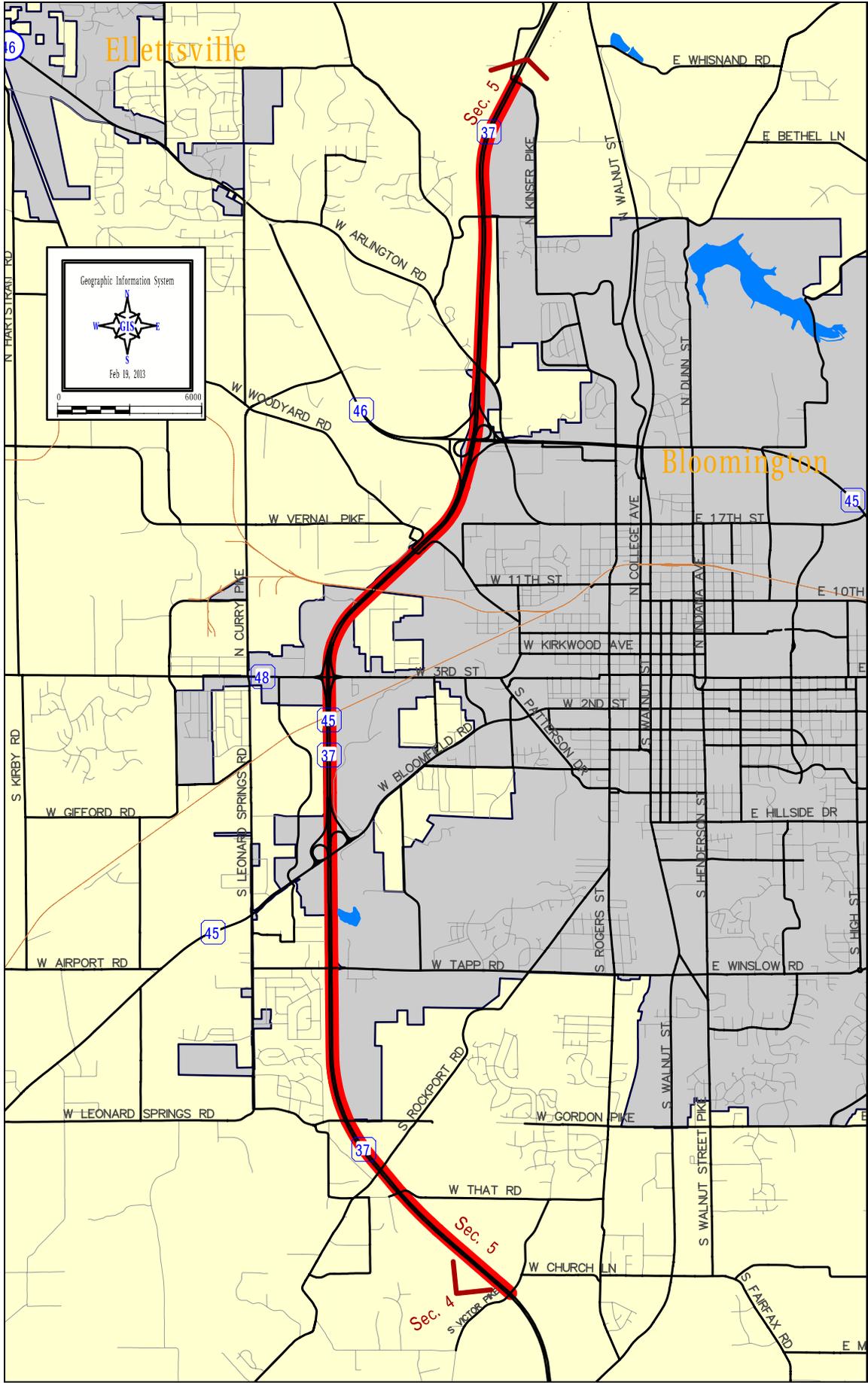
The BMCMPPO Public Participation Plan required a thirty day public comment period for this TIP amendment. The comment period was held from February 20<sup>th</sup> to March 20<sup>th</sup> where a total of four comments were submitted. Those comments have been attached to this memo. To date, no additional public comments have been received since the closing of the public comment period.

State of Indiana Projects		Funding Source	Fiscal Year			
			2012	2013	2014	2015
<b>Project:</b> Section 5 I-69	PE	NHS State		\$ 80,000	\$ 6,400,000	\$ 1,600,000
<b>Location:</b> Victor Pike to Kinser Pike			\$ 20,000	\$ 1,600,000	\$ 400,000	
<b>Description:</b> Upgrade of existing SR 37 multi-lane, median divided highway with partial access control to interstate standards as a fully access-controlled freeway	ROW	NHS State		\$ 240,000	\$ 13,840,000	\$ 8,000,000
			\$ 60,000	\$ 3,460,000	\$ 2,000,000	
<b>DES#</b> 1297885	CON	NHS State			\$ 16,000,000	\$ 16,000,000
<b>Support:</b> LRTP				\$ 4,000,000	\$ 4,000,000	
<b>Allied Projects:</b> Section 4 of I-69		<b>TOTAL</b>	\$ -	\$ 400,000	\$ 45,300,000	\$ 32,000,000

*Note: anticipated cost in outlying years beyond the 2012-2015 TIP comes to \$82,900,000. This segment of I-69 Section 5 is the part that runs through the Metropolitan Planning Area. This segment is part of the larger I-69 Section 5 project that runs from SR 37 (near Victor Pike) to SR 39 and costs \$394.1 Million.*

**Recommendations**

The Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) held their meetings on March 27<sup>th</sup>. The TAC recommended approval of the TIP amendment request. The CAC recommended that the Policy Committee *not* include I-69 Section 5 in to the TIP until INDOT and the Policy Committee reach a final agreement on the following unresolved issues mentioned in a letter from INDOT dated March 22<sup>nd</sup> to the I-69 Local Collaboration group: 17<sup>th</sup> Street corridor improvements, bicycle/pedestrian facility crossing, 3<sup>rd</sup> Street/ State Route 48 interchange, and corridor aesthetics. Both the March 22<sup>nd</sup> letter from INDOT to the I-69 Local Collaboration group and the resolution that was passed by the CAC has been attached to this memo.



March 7

## I-69, INDOT, LIES and Other Things

To Whom It May Concern:

Actually "it" concerns us all, but few people seem willing to speak out leaving most of the public debate to the hearty souls brave enough to face the storm. Sadly, I too have been a loyal member of the "Silent Majority" for most of my life. However reluctant as I might be (even this response is probably too late to be noticed), this affront to any common sense of public decency cannot go by without protest.

Admittedly, I am one of those people that strongly oppose the construction of I-69 as it is currently planned. My opposition is only partly due to the expected route which has many objections and only a few debatable pluses. My primary concern is that the will of the people seems to have been so blatantly ignored. How many years has this project been debated? How many public "discussions" have been held and reported? Besides the Governor and his vassals at INDOT, the only regular supporters seem to be the highway construction companies, those living nowhere near the route, and a few misguided business people that have been deluded into thinking there might be a benefit to the local community as thousands of heavy vehicles go speeding pass.

Now that other actions over a period of years covering related and unrelated subjects, have seriously challenged the public's trust in government, we are surprised to find out our public officials have done it again. They have effectively lied to us to achieve the results they have determined are "best" for us without listening to us. Surprised? I think not! Ashamed is more like it. How can any decent individual in government, INDOT specifically, continue to support the current planned route for I-69 knowing that the data used to justify it was rigged?

The HoosierTimes editorial on Sunday, February 24th said it best. "But the information uncovered by those opposed to the highway is enough to make one wonder what reports could have been suppressed, what studies could have been manipulated, what "facts" could have been fudged." "We want to have faith in government, assurance that both the spirit and the letter of the law are being followed. This episode makes us question that."

People, where do we go from here?

Yes, I oppose I-69, but I could learn to accept it if it were truly the will of the people. However, I will be forever opposed to it if these despicable actions are allowed to go unpunished and the highway proceeds as planned.

Respectfully and hopefully submitted,

David Bishop

February 23

I urge you not to include I-69 in the TIP. I-69 is an unnecessary, environmentally destructive project that has been opposed by area residents since before its inception.

Linda Greene

February 23

Dear MPO members,

I realize that you have a very hard decision. I support your voting against including I-69 in our local transportation plan. More than ever I-69 seems to be an ill-conceived, under funded, and poorly built project -- apart from the fact that it is cutting across rural land, displacing flora, fauna, and human beings. However, I do see that refusing it will dump all the current I-69 traffic onto S. 37 which can create difficulties. It does seem like a rock and a hard place situation. I do trust you to make the best possible decision under these difficult circumstances. Good luck.

With best wishes,

Antonia Matthew



The Greater Bloomington Chamber of Commerce urges the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to amend the 2012-2015 Transportation Improvement Program (TIP) to include the Section 5 segment of I-69 from Victor Pike to approximately Kinser Pike. The Indiana Department of Transportation (INDOT) has requested this TIP amendment in order to maintain a schedule that would allow safety upgrades to be completed prior to the opening of Section 4.

The Chamber recognizes that not all MPO members personally support I-69. This amendment is not intended to signify blanket approval of the project in its entirety or a specific design. Construction is underway in Section 4, and it is of critical importance that planning officials actively participate in the planning process to ensure a best case scenario for Sections 5, which falls in the MPO's planning jurisdiction. INDOT hopes to begin safety improvements to existing Highway 37 in late 2013. In order to maintain that schedule and allow safety upgrades to be completed prior to completion of Section 4, it is essential that MPO members vote to approve the inclusion of Section 5 in the TIP amendment, ensuring funds from Federal Highway Administration.

I-69 will have a measurable effect on our community with impacts to traffic flow, shipment of goods, access to area businesses and neighborhoods, emergency response, school bus routes, the environment and the overall aesthetics of the gateway into Bloomington and Monroe County. Granting this TIP amendment will signify the MPO's intent to remain cooperative partners in the planning process and further the ability of the community to be involved in discussions and decision making as planning for the highway proceeds.

For more information, contact Liz Irwin, Public Policy Coordinator, at 812.336.6381.

### **About the Greater Bloomington Chamber of Commerce:**

The Greater Bloomington Chamber of Commerce is a nonprofit membership organization serving as our community's leading advocate for business. We offer unique leadership opportunities, meaningful volunteer activities, and exclusive business-building programs focused on critical economic, civic, and social priorities. Chamber members support each other and community initiatives, sharing information and resources to help create economic opportunity and community well-being. At the Greater Bloomington Chamber of Commerce, we believe that better business leads to a better community.

## RESOLUTION

The BMCMPPO Citizens Advisory Committee commends INDOT for its consideration of local priorities and community concerns with regard to the design of I-69 Section 5, and for its March 22, 2013, written response to the I-69 Section 5 Proposals put forward by the Local Collaboration participants. As several issues of concern regarding Section 5 still remain, the CAC urges further discussion between INDOT and BMCMPPO in an effort to reach agreement.

Therefore, it is resolved by the Citizens Advisory Committee:

That the BMCMPPO Policy Committee and INDOT should enter into additional discussion of items not included in the INDOT Refined Preferred Alternative 8;

That these discussions should include (but not be limited to) the following items from the March 22, 2013, INDOT written response:

- Item 3: 17th Street corridor improvements
- Item 5: Bicycle/Pedestrian Facility Crossing
- Item 9: 3rd Street/SR 48 Interchange
- Item 12: Aesthetics;

That project timing should be integral to these discussions;

That the final agreement on the remaining issues should be made in writing and should be produced prior to the issuance of the FEIS and ROD for I-69 Section 5; and

That the BMCMPPO Policy Committee should not amend the BMCMPPO FY 2012-2015 TIP to include I-69 Section 5 until the above conditions are met.

Adopted by the BMCMPPO Citizens Advisory Committee by a vote of 12 to 10 on March 27, 2013.



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N758  
Indianapolis, Indiana 46204

PHONE: (317) 234-7248

**Michael R. Pence, Governor**  
**Michael B. Cline, Commissioner**

March 22, 2013

## I-69 Local Collaboration

City of Bloomington

Monroe County

The Greater Bloomington Chamber of Commerce

Re: Requests for I-69 Accommodations

Dear Mayor Kruzan, Commissioner Kiesling and Mr. Shelton:

In October 2012, a group of local leaders sent the Indiana Department of Transportation (INDOT) a memo containing several topics of community concern related to the development of the I-69, Section 5 project (Project). The Project is a planned improvement of SR 37 from a partially limited access highway to a fully controlled interstate facility extending from south of Bloomington to south of Martinsville.

The Draft Environmental Impact Statement (DEIS) was released on October 26, 2012 for public comment. It included a Preferred Alternative addressing many of the topics raised by the collaboration group. The DEIS comment period extended to January 2, 2013. Most of the topics raised by the collaboration group were also submitted as comments to the DEIS.

INDOT is drafting the Final EIS and Record of Decision for publication later this spring. In the FEIS, INDOT and the Federal Highway Administration (FHWA) will propose a Refined Preferred Alternative 8 that includes items discussed in the attached documents. The Record of Decision will include a selected alternative, designating the final decision of the FHWA.

After receiving the list of topics from the collaboration group in October, INDOT met with members of the group several times to better understand the community requests and to communicate how the concerns are addressed in the environmental studies. Some of the community's suggestions have been incorporated into the Refined Preferred Alternative. As an example, through the collaboration group and the Participating Agencies, INDOT was able to incorporate elements of local government's bicycle/pedestrian network into the Refined Preferred Alternative 8.

Requests that fall outside of the scope of the Project are not included in the Refined Preferred Alternative 8, but will continue to be discussed as separate projects or points of collaboration between the community and INDOT. An example of continued coordination is the potential improvement of local roads that may enhance the local transportation network for schools and emergency services providers, such as Bayles Road or improvements on 17<sup>th</sup> Street to assist the flow of local business traffic.

[www.in.gov/dot/](http://www.in.gov/dot/)

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THE HISTORY OF THE

ROYAL SOCIETY OF LONDON

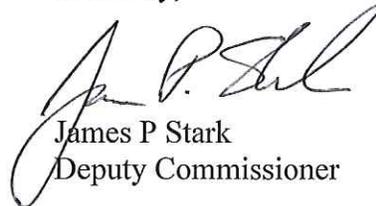
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Another topic that INDOT has heard clearly from your community is the desire for a theme or aesthetic enhancements associated with the Project. INDOT is willing to provide an amount of funding to share in the costs of aesthetic enhancement projects.

INDOT staff continues its efforts to cooperate with the community to build a superior transportation system. We look to your support for this regionally significant project. Please continue to work with our Project Manager, Sandra Flum at 317-234-7248 as discussions continue.

Sincerely,



James P Stark  
Deputy Commissioner

cc: Michael B. Cline Commissioner  
Troy Woodruff, Chief of Staff  
Ryan Gallagher, Deputy Commissioner  
Liz Irwin, Bloomington Chamber Advocacy Director  
Bill Williams, Monroe County Highway Director  
Tom Micuda, Bloomington Planning Director



I-69, Section 5  
INDOT Responses to  
October 2, 2012 Comments from I-69 Local Collaboration Participants

**Comment 1. Tapp Road:** “We support a multi-use path of the north side of the road for biker/pedestrian traffic and a sidewalk on the south side. In addition, we support the use of overhead signage and lane markings for drivers to better navigate the split diamond interchange as they enter the local roadway system.” *This request was included in a DEIS Comment by the City of Bloomington and Monroe County.*

**INDOT Response:**

- a) *The Refined Preferred Alternative 8\* includes a multi-use path on the north side of Tapp Road and a sidewalk on the south side of Tapp Road. This is a change from the DEIS which originally planned sidewalks on both sides of the road*
- b) *Enhanced overhead signage and lane markings for the split diamond will be considered in final design. Specific signage details of these features are traditionally elements of final design and include signage to assist drivers in using the Tapp Road exits and local roads.*

\*Refined Preferred Alternative 8 refers to the alternative that will be considered in the Final EIS

**Comment 2. Overpass Connecting Vernal Pike to 17<sup>th</sup> Street:** “We support a plan that includes a multi-use path and proper grade (i.e., 5%), inclusive of a multi-use path of the north side of the road for biker/pedestrian traffic and a sidewalk on the south side to match recent improvements to Vernal Pike.” *This request was included in a DEIS Comment by the City of Bloomington and Monroe County.*

**INDOT Response:**

- a) *The Refined Preferred Alternative 8 includes a multi-use path on the north side of Vernal Pike/17<sup>th</sup> Street and a sidewalk on the south side of Vernal Pike/17<sup>th</sup> Street. This is a change from the DEIS.*
- b) *The grade of the roadway has been modified (from what was proposed in the DEIS) to address ADA requirements. The Refined Preferred Alternative 8 sidewalk grades match the improvements recently completed by the county on Vernal Pike to the west of SR 37.*

**Comment 3. 17<sup>th</sup> Street:** “As part of the I-69 project, we are requesting INDOT funded improvements between the preferred I-69 overpass and the west end of the City’s proposed roundabout project at the intersection of 17<sup>th</sup> St/Arlington Rd./Monroe St.” *This request was included in a DEIS Comment by the City of Bloomington.*

**INDOT Response:**

*The requested improvements are outside of the I-69 project area. The Refined Preferred Alternative 8 does not include additional work between the 17<sup>th</sup> Street/Crescent Road intersection and the 17<sup>th</sup> Street/Arlington Road roundabout. Under the Refined Preferred Alternative 8, INDOT construction work for I-69 Section 5 will terminate with improvements to the intersection at 17<sup>th</sup> Street and Crescent Road. INDOT is discussing participation with the City on improvements to 17<sup>th</sup> Street east of Crescent Road as a separate local project.*

- a) *INDOT has reviewed the cost estimate provided by the City of Bloomington for this work. Coordination between the two entities will continue regarding funding opportunities for this local project.*

- b) *The improvements requested are included as a project in the BMCMPPO's Long Range Transportation Plan and is being considered for amendment into the BMCMPPO TIP.*

**Comment 4. Fullerton Pike:** “As part of the I69 project, we are requesting INDOT funded improvements on the west and south leg of the intersection as well as connectivity with Rockport Road, inclusive of a multi-use path of the north side of the road for biker/pedestrian traffic and a sidewalk on the south side, similar to the proposed improvements planned by the County.” *This request was included in a DEIS Comment by Monroe County.*

**INDOT Response:**

*INDOT has coordinated the I-69 Section 5 project with the County's study of Fullerton Pike improvements to ensure no overlap or gap in the environmental studies or improvement plans. As part of the Refined Preferred Alternative 8, INDOT intends to construct improvements within the I-69 right-of-way that are consistent with the County's plans for Fullerton Pike, as described below:*

- a) *The Refined Preferred Alternative 8 includes improvements for the west and south legs of the Fullerton Pike/Rockport Road intersection.*
- b) *The Refined Preferred Alternative 8 includes a multi-use path on the north side of Fullerton Pike and a sidewalk on the south side of Fullerton Pike. This is a change from the DEIS which originally planned wide shoulders and sidewalks at Fullerton Pike.*
- c) *The Refined Preferred Alternative 8 includes improving Rockport Road starting at Fullerton and extending to the Rockport Road overpass. The improvements will have wider shoulders and right-of-way allowing the County to connect Rockport Road with future paths and sidewalks.*

**Comment 5. Bicycle/Pedestrian Facility Crossing:** “As part of the I69 project, we are requesting bicycle/pedestrian facilities at all key interchange locations, which would include an additional stand-alone facility between 2nd and 3rd Streets. We would also like to hear INDOT's plans to ensure biker/pedestrian safety in the areas that do not have planned paths.” *This request was included in a variety of DEIS Comments by the City of Bloomington and Monroe County.*

**INDOT Response:**

*Through discussions with the Participating Agencies and separately with the City of Bloomington and Monroe County, INDOT has agreed that, under the Refined Preferred Alternative 8, each bridge over I-69 Section 5 will accommodate bike/pedestrian facilities, as described below:*

- a) *For each of the roads crossing I-69 within urban Bloomington, except SR48/3<sup>rd</sup> Street, the Refined Preferred Alternative 8 includes a multi-use path on the north side of the road and a sidewalk on the south side of the road, as requested by the City and/or County. The request was accommodated in the Refined Preferred Alternative 8 by expanding the footprint of the new structures. The requested paths/sidewalks are included at the Rockport Road overpass, Fullerton Pike interchange, Tapp Road and SR 45/2<sup>nd</sup> Street interchange and Vernal Pike overpass.*
- b) *At the SR48/3<sup>rd</sup> Street crossing, the City of Bloomington requested a 10-ft multi-use path with a 5-ft bicycle lane adjacent to the travel lane on both sides of the roadway. These facilities are included in Refined Preferred Alternative 8 and will result in a widening of the bridge deck on SR 48/3<sup>rd</sup> Street.*

- c) *No changes are included in the Refined Preferred Alternative 8 at the existing SR 46 interchange.*
- d) *The stand-alone bicycle/pedestrian facility between SR 45/2<sup>nd</sup> Street and SR 48/3<sup>rd</sup> Street is not included in Refined Preferred Alternative 8. A stand-alone facility can be discussed as a separate project once connecting public bike/pedestrian paths are identified on either side of SR 37/I-69 for a free-standing facility to serve.*

**Comment 6. Vegetated Medians:** “We support the use of a vegetated median, but are requesting additional information regarding (1) the land acquisition costs associated with a concrete median versus a vegetated median, (2) the land that would be affected by both options, (3) the safety of a vegetated median versus the safety of a concrete median, and (4) options for median maintenance.”

**INDOT Response:**

- a) *The Refined Preferred Alternative 8 includes an enclosed median (with use of concrete median barrier) in the urban portion of Section 5, from the southern end of the project to the existing Arlington Road overpass. A vegetated (open) median will be utilized north of Arlington Road,.*

**Supporting Information:**

Within the DEIS, Alternatives 4 and 5 reflect the use of an open median; Alternatives 6, 7, and 8 reflect the use of an enclosed median. Since the rural sections use an open median regardless of lane requirements, the different median treatments are only applicable to urbanized locations that require three lanes in each direction by the design year.

Chapter 6, Table 6-2 of the DEIS reports the impacts associated with each alternative, broken down by Subsection. The limits of the enclosed median extend through Subsections A, B, C, and D, extending slightly (0.6 miles) into Subsection E. For comparison purposes, estimated land acquisition areas and costs for Subsections A-D are shown below. The table includes the values associated with Preferred Alternative 8 for the enclosed median and the value of either Alternative 4 or 5 as an illustration of the open median. Other resource impacts are also detailed by alternative in Table 6-2 of the DEIS.

Subsection	Land Acquisition Costs (\$M)		Right of Way (acres)		Potential Displacements	
	Open Median*	Closed Median**	Open Median*	Closed Median**	Open Median*	Closed Median**
A	\$15.15	\$12.38	144.55	93.10	37	33
B	\$96.96	\$23.69	299.01	110.43	125	53
C	\$10.63	\$1.62	282.58	195.14	25	3
D	\$17.2	\$7.5	218.40	148.44	32	16
Estimated Totals	\$139.94	\$45.19	944.51	547.11	219	105

\* reflects the highest value from Alternative 4 or 5

\*\* reflects values for Alternative 8 only

Both median treatments provide similar levels of protection to a driver, and both are routinely used on interstates throughout Indiana. The enclosed median uses a concrete barrier to redirect any errant vehicles that may leave the travel lane. The open median uses a slope to provide an area in which

drivers may regain control of an errant vehicle. In some areas with an open median, the use of cable barrier may be included if warrants are met.

The median, regardless of treatment, will continue to be INDOT's responsibility to maintain.

The Refined Preferred Alternative 8 includes the use of an enclosed median south of the Arlington Road overpass and an open median north of Arlington Road. Impacts associated with the Refined Preferred Alternative 8 will be identified in the FEIS, and are expected to be similar to those published in the DEIS for Preferred Alternative 8.

**Comment 7. Air Quality:** "We are requesting that INDOT help the MPO finance its efforts to get air quality information. We are concerned about the effect the increased traffic may have on our Attainment status and our ability to draw companies to the area."

***INDOT Response:***

*Monroe County has a PM2.5 monitor that consistently reports one of the lowest readings in the state and the need for additional monitoring has not been identified. Monroe County may request additional monitors through Jim Parks, IDEM's air quality network planner. INDOT would consider providing support for such a request; however, decisions about monitor placement and the monitoring systems are the responsibility of IDEM with EPA approvals. Additional monitoring by the state is not a cost to the MPO, community, or INDOT.*

**Comment 8. Noise:** "We are requesting the results of any noise analysis completed by INDOT. We would also like more information regarding the possible location and aesthetic design of sound walls as well as their likely impact on local communities' abilities to respond to an emergency."

***INDOT Response:***

- a) *This information is included in the Section 5 DEIS, Chapters 4.7 and 5.10, as well as Appendix W. Information was shared at the DEIS public hearing and included the graphics found at this link: [http://www.i69indyevn.org/wp-content/uploads/DEIS\\_Sec5/hearing/noiseboards.pdf](http://www.i69indyevn.org/wp-content/uploads/DEIS_Sec5/hearing/noiseboards.pdf) There are three locations identified in the DEIS where sound walls are indicated, north of Fullerton on west side of I-69, north and south of 2nd Street on the east side of I-69.*
- b) *Final locations and aesthetic design of potential sound walls for I-69 Section 5 will be developed during the final detailed design phase. INDOT will work with the community on designs.*
- c) *Regarding the likely impact on local communities' abilities to respond to an emergency, the location of potential sound barriers does not result in change in access to the interstate. Barriers are located within the interstate right-of-way and not on adjacent land. Access to adjacent land is accommodated as described in the DEIS in Chapter 5.3.*

**Comment 9. 3<sup>rd</sup> Street/SR 48 Interchange:** “We support extending Gates Dr. to Vernal Pike (with biker/pedestrian facilities), which would alleviate the risk of closing off access to the Whitehall Crossing shopping center and manage traffic congestion.”

***INDOT Response:***

*The requested improvements are outside of the I-69 project study area. The Refined Preferred Alternative 8 does not include additional work between Gates Drive and Vernal Pike. The connection requested is in the 2030 Long Range Transportation Plan with a \$10M construction cost. INDOT is discussing participation with the County on the requested improvements as a local project but it would be conducted as a separate project from I-69.*

**Comment 10. Bike Paths/Sidewalks:** “We support INDOT’s inclusion of biker/pedestrian facilities in all appropriate places within the Section 5 project. We support INDOT’s compliance with the local MPO’s “Complete Streets” policy.”

***INDOT Response:***

*Please see the specific accommodations recommended in the Refined Preferred Alternative 8 referenced in Comment 5 above.*

**Comment 11. Traffic Congestion:** “We are requesting additional information regarding the flow of traffic once cars exit the interstate and spread out over the local streets, and request that INDOT present their modeling results on the impact to these streets to City and County staff.”

***INDOT Response:***

- a) *A presentation regarding Chapter 5.6, Traffic Impacts of the DEIS, was provided to the BMCMPPO TAC & CAC on November 28, 2012.*
- b) *Traffic simulations were completed and their results will be included in the FEIS. Those simulations evaluated the performance of the corridor and roads near the interchanges.*
- c) *The Project Team also with representatives of the Bloomington Planning & Engineering Departments, and the Monroe County Engineer to review the updated traffic model for I-69, Section 5 and the microsimulation traffic analysis conducted at the urban interchanges within the I-69 Section 5 Corridor on February 15, 2013. Many questions about effects of I-69 traffic on local streets will need to be addressed on a case by case basis during ongoing consultations. The I-69 corridor model was designed to analyze mainline requirements and traffic at interchanges and overpasses. In the absence of a current MPO travel forecasting model, results from the I-69 corridor model must be analyzed on an ad hoc basis in order to assess traffic effects upon specific parts of the local traffic network. INDOT stands ready to consult with local officials to address such issues. Some such locations for additional analysis of local traffic patterns have been identified in consultations with the Monroe County Engineer, and follow up meetings to address specific locations are planned.*

**Comment 12. Aesthetics:** “We are requesting information regarding our options to incorporate aesthetics into the Section 5 plan. For instance, we would like to know what is permitted and how we might participate in the design and construction process (ex. bridges, overpasses, sound walls, medians).”

***INDOT Response:***

*Aesthetic aspects of features such as bridges, sound barriers and medians are addressed during final design. Some examples of potential aesthetic features include landscaping interchanges with outdoor art, monuments near bridges, and designs stamped into concrete bridges. INDOT will continue working with the community as the Local Collaboration Group develops the theme(s) for the corridor. Based on input from the group, INDOT will coordinate with the community and INDOT’s design consultant to assure safety in relation to the aesthetics in the corridor.*

*In working with the Local Collaboration Group, INDOT has discussed setting aside a specific amount of funding for aesthetic considerations. Continued discussions are needed to determine who the designated contact person from the Local Collaboration Group will be as these items are considered in final design*

**Comment 13. Wapehani Mountain Bike Park:** “We request to see specific drawings on the impact of a full property taking on the west side of the highway.”

***INDOT Response:***

*INDOT and the City of Bloomington continue to collaborate on the potential use of the strip of land from Wapehani Mountain Bike Park. Documentation related to the impacts to the property has been provided by INDOT to the City of Bloomington legal counsel], as have the DEIS Comments related to the potential use of the park property. A Memorandum of Agreement is under development.*

*Use of an approximately 50 foot wide strip along the western length of the Wapehani Mountain Bike Park is less than 2 acres of the 45 acre park. If INDOT shifted the I-69 travel lanes to avoid the park, additional homes south of Tapp Road would have been displaced.*

*The visual for this area can be found in the DEIS public hearing documents. The first link demonstrates the area shifting I-69 west of the current SR 37 [http://www.i69indyevn.org/wp-content/uploads/DEIS\\_Sec5/hearing/2.pdf](http://www.i69indyevn.org/wp-content/uploads/DEIS_Sec5/hearing/2.pdf) and the second link demonstrates use of park land [http://www.i69indyevn.org/wp-content/uploads/DEIS\\_Sec5/hearing/2b.pdf](http://www.i69indyevn.org/wp-content/uploads/DEIS_Sec5/hearing/2b.pdf)*

**Comment 14. Frontage Roads:** “We are concerned about how these roads will be affected by the increased traffic flow on I-69. We would like to know what financial support INDOT is able to provide should we need to expand these roads to support the increased traffic.”

***INDOT Response:***

*In the urban area, traffic modeling does not show a diversion of traffic from I-69 onto local road networks. Traffic on I-69 will be free-flowing and will not divert to slower local roads. The model forecasts that traffic leaves I-69 for local destinations (for the same reasons traffic leaves SR 37 now) or continues on the interstate. In two locations access changes will require changes in how drivers use the local road system.*

- a. *For the closure of That Road, the Refined Preferred Alternative 8 includes a new access road between That and Rockport Roads. Drivers who now enter SR 37 at That Road will use these roads to access I-69 at Fullerton Pike.*
- b. *The traffic model shows diversion of local traffic to Curry or Kinser Pike that currently accesses SR37 at Vernal Pike. (See Comment #3)*

*In the rural area the Refined Preferred Alternative 8 includes improvements and connections between local roads to create the access road system. For local roads outside of the I-69 study area, INDOT is working with the County on potential improvements to local roads as separate projects. Coordination will continue regarding funding opportunities for these projects.*

**Comment 15. Drainage:** “We would like to collaborate with INDOT engineers about executing a plan that will tie into the drainage systems the City and County already have in place along State Road 37.”

**INDOT Response:**

*Specific requests to coordinate local drainage systems into the drainage system for I-69 can be proposed at any time, but drainage is an element that will be determined during final design. Specific requests from the Chamber/City/County will be considered and addressed as part of the ongoing planning effort, but would be more fully developed during the design phase.*

*INDOT locates highway drainage in the right-of-way. It is unlikely that additional drainage will be added anywhere but at natural drains. If the city or county currently maintains drains in the state right-of-way, they will be treated as a utility and moved outside of the right-of-way. INDOT has begun the utility coordination and included both the City and County to identify utility (including drains) locations.*

**Comment 16. Emergency Services:** “We would like to collaborate with INDOT to develop plans that will not inhibit our emergency personnel’s ability to respond safely and efficiently to local emergencies both during and after construction, as well as address anticipated additional demands resulting from the new interstate construction.”

**INDOT Response:**

*As part of the ongoing public outreach during the preparation of the EIS, the Project Team is continuing coordination with Emergency Service Providers along the Section 5 corridor. Response times have previously been solicited.*

*An additional coordination meeting with Emergency Service Providers was held on January 9, 2013 to discuss concerns raised during the formal comment period for the DEIS. Coordination with the providers continues throughout the development of the FEIS/ROD.*

*INDOT and its consultants and contractors will work with the emergency responders and others designated by the community to ensure public safety.*

**Comment 17. Weight Limits:** “We expect that INDOT will comply with all local weight limits during the construction of Section 5.”

***INDOT Response:***

*As part of the final design efforts, INDOT, designers and contractors will work with the local community on the use of local roads by construction activities, including weight limits. Coordination during construction typically occurs directly between local public works officials and the contractor and may include bonding agreements to manage local road wear. INDOT is committed to safe construction practices.*

**Comment 18. Schools:** “We would like to collaborate with INDOT regarding the effect of construction on local schools, ensuring that school systems are able to adequately route and schedule the buses and noise from construction will not disrupt the school day of Bloomington High School North and Arlington Elementary.”

***INDOT Response:***

*Coordination had taken place with Bloomington High School North, prior to the publication of the DEIS. An additional coordination meeting with school districts within the Section 5 Corridor was held on February 20, 2013 to discuss any concerns related to the Preferred Alternative 8, identified in the DEIS.*

*Coordination with the school system continues throughout the development of the FEIS/ROD and through the design and construction of the project. INDOT will work with the school system to discuss any concerns raised.*

I-69, Section 5  
INDOT Responses to  
October 10, 2012 Comments from I-69 Local Collaboration Participants

**Comment 1. Wildlife:** “We are concerned about the impact I-69 will have on the local wildlife given the location of the Morgan-Monroe State Forest in Section 5. We also have concerns about how this impact on the wildlife will affect driver safety.”

***INDOT Response:***

*Wildlife Considerations are in the subject of the Section 5 DEIS in Chapter 5.18. Page 5.18-2 notes, “Mitigation for impacts on wildlife populations will focus on perpetuating or enhancing connectivity that may exist within the existing SR 37 right of way for all species that are a part of the natural community.”*

*Under the Refined Preferred Alternative 8, Section 5 of I-69 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design. Existing SR 37 right-of-way used for Section 5 project is already devoted to transportation use. Conversion of this facility to I-69 involves impacts to wildlife habitats, but they will occur primarily from new interchange and local access road construction (see Section 5 DEIS Chapter 5.18 for analysis) INDOT has consulted with wildlife experts in the regulatory agencies throughout the environmental studies.*

**Comment 2. Local Road Access to Indianapolis:** “Under the current proposal, there is no planned route for local traffic to access Indianapolis without utilizing I-69. We are concerned that should there ever be a closure on I-69, the current proposal would pose a safety risk in the case of an emergency in which emergency personnel need to transport a victim to Indianapolis for care.”

***INDOT Response:***

*Correct, there is no planned separate route for drivers to access Indianapolis without utilizing I-69. While parallel local access roads are provided in many locations, a separate parallel route (running continuously from one end of Section 5 to the other) is not included in any alternative. I-69 is an upgrade to existing SR 37. The same conditions will exist after I-69 is completed as exist today related to duplicate access to Indianapolis.*

**Comment 3. Bryant’s Creek Road:** “We concur with the elimination of access within the corridor but are concerned about safety as this area has problems with flash flooding and would support consideration of a cul-de-sac or turnaround at the east side of the corridor on Bryant’s Creek Road.”

***INDOT Response:***

*A cul-de-sac at the western end of Bryant’s Creek Road is included in the Refined Preferred Alternative 8. See DEIS Figures 3-13 and 3-14 (sheet 12 of 16) and Public Hearing display, Sheet 12*

**Comment 4. Petro Road and Turkey Track:** “We are concerned about access for Monroe County residents on the south side of the county line who utilize these roads and specifically want to ensure connectivity to a public roadway on the east side of the corridor.”

*INDOT Response:*

*All alternatives studied as part of the Section 5 DEIS include the closure of Cooksey Lane & Petro Road on the east side of the I-69 corridor (located at the Monroe-Morgan County Line). Residents along these roads are identified as potential relocations. The Refined Preferred Alternative 8 also includes closure of these roads.*

*In the Refined Preferred Alternative 8, Turkey Track on the west side of I-69 remains open and is connected to the Liberty Church Road interchange north of the Monroe County Line. No overpass is proposed at this location.*

**Comment 5. Frontage Roads:** “Our understanding is that local roads are to be utilized as frontage roads under the current proposal. We are concerned about the foreseeable increased traffic load and would like to ensure that INDOT will help improve these roads so as to meet the standard required for frontage roads. We are specifically referring to the following interchanges/cross roads: [listed below].”

*INDOT Response: INDOT is coordinating with the County to determine the local needs for those segments of local roads that may need improvements. Roads outside of the study area and not included in the Refined Preferred Alternative 8 would be considered separate from the I-69 project. Responses to specific roads identified in this comment are provided below.*

- Connaught Road, Ellis Road, Showers Road/Wylie Road, Purcell Road and Wayport Road

*As part of the Refined Preferred Alternative 8, a local access road is planned to run parallel to I-69 on the east serving . The roads listed above will connect to this newly constructed access road and gain access to I-69 at the Sample Road interchange.*

- Charlie Taylor Lane, Griffith Cemetery Road, Griffith Cemetery Fork Road, Stonebelt Drive, and Wayport Road

*As part of the Refined Preferred Alternative 8, a local access road is planned to run parallel to I-69 on the west serving these roads. The roads listed above will connect to this newly constructed access road and gain access to I-69 at the Sample Road interchange.*

- Sample Road, Chambers Pike Interchange/Overpass

*As part of the Refined Preferred Alternative 8, a portion of Sample Road is planned to be reconstructed in conjunction with the planned interchange at this location. Sample Road will be built over I-69 at this location. Sample Road improvements are limited to the interchange construction. Additional work outside of the project limits are not included in the Refined Preferred Alternative 8. INDOT is discussing participation with the County on improvements to the network of local roads connecting to west of Sample Road as a local project but it would be conducted as a separate project from I-69.*

*Reconstruction of a portion of Chambers Pike included in the Refined Preferred Alternative 8 for the planned overpass carrying Chamber Pike over I-69 at this location. Chambers Pike improvements are limited to the overpass construction. Additional work outside of the project limits is not included in Refined Preferred Alternative 8*

- Oliver Winery Road, Fox Hollow Road, Wesner Woods Road and Sparks Lane - We are also concerned about connectivity between Chambers Pike and Sparks Lane.

*As part of the Refined Preferred Alternative 8, Oliver Winery Road, Fox Hollow Road, and Wesner Woods Road will maintain their existing connectivity with the current northbound lanes of SR 37; the existing northbound SR 37 lanes will be converted to a local access road (between Sample Road and south of Chambers Pike); I-69 Northbound will be on the existing southbound SR 37 lanes; and I-69 Southbound will be constructed to the west of the existing SR 37 travel lanes.*

*In addition, a new segment of local access road is planned as part of the Refined Preferred Alternative 8 to connect Sparks Lane to Chambers Pike.*

- Simpson Chapel Road, Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road, Sylvan Lane and Burma Road

*As part of the Refined Preferred Alternative 8, portions of Lee Paul Road, Norm Anderson Road, Crossover Road, Dittemore Road, Mann Road and Sylvan Lane are anticipated to be reconstructed as part of the parallel local access road on the west side of I-69, between Sample Road and Morgan-Monroe Forest. Some portions of the existing local roads will be used in their current condition to serve local traffic. All reconstructed sections will be built in coordination with local standards.*

*No improvements are planned in the Refined Preferred Alternative 8 for Simpson Chapel Road and Burma Road. This road network will continue to carry local traffic. INDOT is discussing participation with the County on improvements to Simpson*

*Chapel Road as a local project but it would be conducted as a separate project from I-69.*

*Improvements on Burma Road are not included in the Refined Preferred Alternative 8.*

**Comment 6. Old State Road 37 in Morgan County:** “We support a frontage road connection between Old State Road 37 and Liberty Church Road in order to provide the public with a route that does not utilize the interstate. Furthermore, the construction of this connection will provide local access as stated in 2) above.”

***INDOT Response:***

*As part of the Refined Preferred Alternative 8, a segment of newly constructed local access road is planned to connect segments of Old SR 37 and to continue access to the Liberty Church Road interchange.*