Appendix B

PUBLIC INVOLVEMENT

- Public Involvement Plan
- Community Advisory Committee Meeting 1
- Public Meeting Materials
- Public Meeting Sign-in and Comment Forms
- Community Advisory Committee Meeting 2
- Press Releases
- Newspaper Articles and Editorials
- Other Meetings
- Stakeholder Contact Records

Public Involvement Plan

US 50-North Vernon Bypass –East
DES. NO. 1173374

Jennings County, Indiana

Public Involvement Plan

July 2012

Prepared for:

Indiana Department of Transportation

Prepared by:

PARSONS

101 West Ohio Street, Suite 2121

Indianapolis, IN 46204

The Indiana Department of Transportation (INDOT), in partnership with the Federal Highway Administration (FHWA), has initiated the US 50 North Vernon Bypass – East project to evaluate feasible alignments for the completion of a bypass around the City of North Vernon. This document outlines the public involvement program, which is intended to foster communication between the project team, interested agencies, communities, groups, and individual residents. The goal of the program is to disseminate information about the project and to gather questions, concerns, and ideas from those potentially affected by it. By examining issues and concerns throughout the process, the project team can better shape alternatives to address community needs and avoid, minimize, or mitigate potential impacts of the project.

This Public Involvement Plan (PIP) has been developed to ensure that affected parties are informed of the project, its potential effects, and given the opportunity to provide input. The PIP conforms to Federal and State laws regarding activities to be conducted during the project and the guidelines set forth in INDOT's *Public Involvement Manual*. The sections below describe the methods and techniques to be utilized to ensure that project stakeholders are included appropriately during the project's development.

PROJECT OVERVIEW

In 2008, INDOT published the *US 50 North Vernon Corridor Planning and Environmental Assessment Study*, which documented capacity and safety deficiencies in and around the City of North Vernon and along the US 50 corridor from US 31 in Jackson County to Butlerville in Jennings County. That study proposed a new alignment roadway to replace existing U.S. 50 for the full length of the project limits. Due to budget constraints, the project was scaled back and divided into two segments: (1) a series of spot improvements on existing US 50 from US 31 to CR 15 W to address localized safety and capacity issues and (2) a new bypass around North Vernon to the north side of the city. The budget available for the latter project was insufficient for the full bypass, so INDOT identified a portion of the bypass (Phase 1), from its western terminus near CR 400 W to SR 3 that could be constructed with the available funds and would have independent utility. The spot improvements and the first phase of the bypass were developed, evaluated, and designed under a previous contract, with several of the improvements under construction already. In Fall 2011, as the first phase of the bypass was completing the design phase, INDOT identified the additional funding needed to complete the full bypass and initiated the U.S. 50 North Vernon Bypass – East project.

The study area for this project begins at the eastern terminus of U.S. 50 West Bypass at SR 3 between CR 300 N and CR 350 N on the north side of North Vernon. To the east, the study area widens to encompass a large area, allowing for the consideration of a range of alignments and potential termini where the bypass would reconnect to existing U.S. 50. The study area, shown in Figure 1, has been defined broadly at this early stage to ensure that relevant social, economic, and environmental resources are identified and can be addressed in the evaluation of all reasonable alternatives.

TEAM LEADERSHIP/DECISION MAKING STRUCTURE

The project is being led by INDOT with support from Parsons. The following individuals are responsible for the project and its public involvement program:

- INDOT Project Manager: Trevor Mills, P.E., INDOT Central Office – Responsible for approval of all outreach materials and activities and representing INDOT's interests in the process.
- Consultant Project Manager and Public Involvement Lead: Dan Prevost, AICP CTP, Parsons – Acts as liaison between the project team and INDOT. Responsible for

organizing outreach activities, development of outreach materials, and ensuring any follow-up activities are completed.

Depending on the content and attendees at specific activities, any of the above may serve as the facilitator of project-related meetings with stakeholders.

PROJECT MESSAGING

It is critical that the project present a clear and consistent message. Key messages set the tone for a project and when used regularly foster an understanding and awareness of the project. The overall message that we want to communicate for this project is:

> The purpose of the project is to reduce traffic congestion, improve safety, facilitate access, ensure consistency with regional transportation plans, and enhance national security objectives.

Where appropriate, this message will be included in project documents (reports, letters, announcements, *etc.*).

With numerous projects underway in the region it is important to make clear which project is being discussed and who the project sponsor is. To facilitate this, all project documents will reference:

- The project name: **US 50 North Vernon Bypass – East Project**;
- The project sponsor: **Indiana Department of Transportation**; and
- The primary point of contact is: **Trevor Mills, P.E.**

PUBLIC INVOLVEMENT GOALS

The goals of the public involvement program are:

- Inform stakeholders and the general public of the need for the project and project progress.
- Establishing and maintaining an open and ongoing dialogue between INDOT and project stakeholders.
- Reaching consensus on a preferred alternative that will move the project toward implementation.

STAKEHOLDERS

For a project to move forward to implementation, it is critical to appropriately involve all project stakeholders. This includes people and businesses in the community that may be affected by the project, individuals and organizations that shape public opinion, and those whose support is needed for implementation. Appendix A includes a list of representatives from government, interest groups, and the local community that have been identified to date. It is intended to be dynamic, with new groups or individuals added as they are identified as stakeholders. It is also important to note that not all stakeholders will be involved at every step in the process; prior to each outreach activity consideration will be given to the appropriate stakeholders to include.

Mailing List

Parsons will develop and maintain a comprehensive project mailing list for use throughout the project. Initially, the project mailing list will include agencies, organizations and individuals that the project team identifies as stakeholders in the project. Throughout the project, as additional stakeholders are identified, the list will be updated.

Inclusion of Under-Served Individuals and Communities

As described in its *Public Involvement Manual*, "INDOT believes that an effective public involvement process should actively seek out and engage those individuals who may otherwise be under-served in transportation planning, programming, and [the] project development process." Federal law, including Title VI of the Civil Rights Act of 1964, the Federal Highway Act of 1973, and the Age Discrimination Act of 1975, prohibits discrimination on the basis of race, color, national origin, gender, and age. Further, Executive Order 12898, titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," obligate Federal actions (those receiving federal funding) to avoid or minimize and mitigate adverse impacts to low-income and minority populations and to assure that disproportionately high and adverse impacts on these populations are identified and addressed.

In accordance with these regulations, INDOT policy requires that Environmental Justice (EJ) populations be identified and provided an opportunity for meaningful participation in the process. EJ populations will be identified through a review of US Census data available for the area and coordination with Jennings County. If any relevant populations are identified, a strategy for involving them in the project will be developed. At a minimum, individuals and any organizations serving these populations will be added to the project mailing list and informed of relevant public involvement activities and project milestones.

PUBLIC OUTREACH PROGRAM ELEMENTS – PROJECT INITIATION

The following activities are intended to make key stakeholders – including adjacent property owners and key agencies – aware of the project, notify them that project team will be gathering data in the project area, to initiate coordination, and identify issues early.

Notice of Survey

INDOT's *Procedural Manual for Preparing Environmental Documents* (2008 Version) requires that a letter be sent to individual property owners to notify them when INDOT personnel (or consultants acting on behalf of INDOT) will be present on their property to gather data that is needed for environmental or engineering analysis. A notice of survey for this project will be sent to all owners of property located within or adjacent to the study corridor. A return postcard will be included for residents to provide their phone number and email address so they can be notified in advance each time a project representative would need to enter their property. A database will be maintained to track the status of these notices and ensure that no staff enters property without proper notification. Additionally, this database will track any substantial project related questions or concerns discussed during contact with any property owner.

Early Coordination Letter

To ensure appropriate consideration for social, economic, and environmental resources during the review process, to be conducted in accordance with the National Environmental Policy Act of 1969 (NEPA), agencies with special expertise or jurisdiction by law will be included in the process. This resource agency involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to ensure that projects balance the need for transportation improvements with protection of the physical and natural environment in which they are proposed. An Early Coordination Packet will be submitted to various Federal, State, and local agencies and organizations, notifying them of the initiation of the project, providing a description of the proposed improvements, and inviting them to provide input to the study.

Follow-up coordination will be conducted with agencies and organizations based on responses received from this initial effort and the findings of the environmental studies.

PUBLIC OUTREACH PROGRAM ELEMENTS – CONTINUING ACTIVITIES

It is important to keep interested stakeholders up-to-date on project activities, decisions, and milestones. The activities below are not associated with any single step in the project process. Rather they will be utilized throughout the project, whenever the project team feels appropriate.

Project Website

The INDOT website http://www.in.gov/indot/projects/2429.htm will serve as a project repository and supplemental location for project-related announcements (e.g., public meeting notices). All project deliverables (e.g., EA, FONSI etc.) will be provided to INDOT in a web-friendly format for publication on their website.

News Releases

Local media outlets will be added to the project mailing list for notification of appropriate project activities and milestones. INDOT will be responsible for responding to any media inquiries; the project team will provide support for that response as requested. INDOT will also handle all media requests and contact. Specific media outlets include:

- North Vernon Plain Dealer & Sun (Daily Newspaper)
- WLKY 32 (CBS) – Located in Louisville
- WHAS 11 (ABC) – Located in Louisville
- WDRB 41 (FOX) – Located in Louisville
- WAVE 3 (NBC) – Located in Louisville

Social Media

INDOT has recently implemented a social media program that utilizes both Facebook and Twitter as means to distribute information and engage stakeholders. The project will utilize the Seymour District sites on both services to further promote participation in the project. Social Media messaging will be reviewed by the INDOT Project Manager and the Seymour District public information officer prior to posting.

Community Advisory Committee (CAC)

The CAC provides a method to effectively distribute project information to the public. INDOT will establish a CAC comprised of key stakeholders and decision makers.

PUBLIC OUTREACH PROGRAM ELEMENTS – PUBLIC MEETINGS

A series of public meetings will be used over the course of the project to gather input from the full range of project stakeholders. Typically on projects of this type and magnitude, the open house format is most effective, as it provides the public flexibility on time and provides for one-on-one discussion between stakeholders and the project team. It is currently anticipated that one public meeting will be held during the environmental/preliminary engineering phase of the project.

Public meetings will be advertised on the project's website and in local media outlets and notices will be sent to all members of the project mailing list. As described above, effort will be made to encourage the participation of any identified EJ populations. As appropriate, meeting notices will be placed in neighborhood and/or non-English publications, foreign language materials and translators will be provided, and, to the extent possible, meeting locations will be transit accessible.

To ensure compliance with the Americans with Disabilities Act (ADA), all public meetings will be held in places that are accessible to individuals in wheelchairs and meeting notices will include a contact person for requests for accommodation for hearing or sight-impaired individuals (e.g., sign language interpreter, telecommunications device for the deaf, etc.).

Small Group Meetings

As directed by INDOT, it may be appropriate for the project team to host smaller meetings with targeted groups of stakeholders. It is also possible that members of the project team would be invited to attend a regular meeting of a neighborhood or interest group to make a presentation or answer questions about the project. The content, format, and attendance of all such meetings will be determined in consultation with INDOT.

Public Hearing

The public hearing will be conducted in the manner required by INDOT. The meeting will include a formal presentation of the EA information. Following the presentation, citizens will be allowed to formally state their comments regarding the project one at a time. Citizens will also have opportunities to submit written and audiotape comments.

The project team will prepare responses to all comments that were presented at the Public Hearing or submitted during the EA comment period. These comments and corresponding responses will be documented in the Finding of No Significant Impact (FONSI).

SECTION 106 CONSULTING PARTY COORDINATION

The National Historic Preservation Act (NHPA) requires that federal agencies take into account the impact of federal undertakings upon historic properties, including buildings, structures, sites, objects, and/or districts. Following completion of a survey of historic architectural and archaeological properties in the area, the project team will distribute the results of that survey to the Division of Historic Preservation and Archaeology (DHPA) of the Indiana Department of National Resources (IDNR). DHPA serves as the State Historic Preservation Office (SHPO) for the State of Indiana. The survey results will also be distributed along with an invitation to participate in the process to potential Consulting Parties. Both SHPO and Consulting Parties will have 30 days to review and comment on the survey results.

SHPO and Consulting Parties will again be consulted when the project team issues a finding regarding the potential impact of the project on historic resources. Again, parties will have 30 days to review the findings. It is anticipated that this project will result in either a “No Historic Properties Affected” or a “Finding of No Adverse Effect.” In either case, this will conclude coordination under the Section 106 process.

NOISE STUDY INFORMATION MEETING

While significant noise impacts are not anticipated to result from the project, if impacts are identified outreach will be conducted in accordance with the INDOT *Traffic Noise Policy*. Property owners in areas where noise barriers are being considered will be contacted and given an opportunity to provide input on their desire to have a barrier. Formal hearings and/or information meetings will also be conducted to discuss the results of noise studies and solicit input from the public on barriers that are likely to be included in the final design.

Appendices

Appendix A – Draft List of Stakeholders

APPENDIX A
DRAFT LIST OF STAKEHOLDERS

Federal Agencies

U.S. Fish and Wildlife Service – Bloomington Field Office
Natural Resources Conservation Service
National Park Service – Midwest Regional Office
Federal Highway Administration – Indiana Division
U.S. Department of Housing and Urban Development – Chicago Regional Office
U.S. Army Corps of Engineers – Louisville District
U.S. Coast Guard – Eighth District

State Agencies/Organizations

Indiana Geological Survey
Indiana Department of Transportation – Aviation Section
Indiana Department of Natural Resources – Division of Fish and Wildlife
Indiana Department of Natural Resources – Division of Historic Preservation and Archaeology
Indiana Department of Environmental Management
Historic Landmarks Foundation of Indiana
Indiana National Guard – Muscatatuck Urban Training Center
Indiana Farm Bureau

Local Agencies/Organizations

Jennings County Drainage Board
Jennings County Soil and Water Conservation District
Area Plan Commission of Jennings County
City of North Vernon
Jennings County Parks Department
North Vernon Parks and Recreation Department
Jennings County Historian
Jennings County Economic Development Corporation
Jennings County Emergency Management Agency
Jennings County School Corporation
Jennings County Sherriff's Department
North Vernon Police

Community Advisory Committee meeting 1 (8/21/12)

Meeting Minutes

Subject: **Community Advisory Committee (CAC) Meeting #1**

Date/Time: **August 21, 2012 at 1:30 p.m.**

Location: **Elsner Hall, Jennings County Educational Training Center**

Meeting Facilitator: **Dan Prevost**

Invitees: **See attached membership/sign-in list**

The meeting was organized around the attached PowerPoint presentation. The following is a summary of the relevant discussion that was generated during the presentation.

Study Area

- The western terminus of the project is likely to be where construction of the previous segment ends, about 1,000 feet south of CR 350 N.
- The eastern terminus could be anywhere within an approximately 2-mile length of existing US 50 east of North Vernon.

Alternative Overview

- The 2008 planning study considered a wide range of alignments for the bypass, including:
  - south of North Vernon
  - along existing US 50
  - north of North Vernon – as far north as CR 700 N
- The study selected two alternatives – Alternative A (along CR 350 N) and Alternative B (along CR 250 N) for further study.
- The Preliminary Alternatives for this project include an option similar to Alternative A, but have added several more options, including some that utilize parts of Alternative B.

Alternative 1

- Key Features
  - Continues due east from SR 3
  - Turns south to parallel the boundary of the State Forest
  - Connects to existing US 50 near Deer Creek Road
- Comments
  - An intersection at CR 75 W would be needed to serve the industrial park. That intersection would also likely attract traffic from the older industrial areas closer in to North Vernon.
  - Given its proximity, the airport would like an intersection at CR 20 W under this alternative in addition to one at CR 75 W.

Alternative 2

- Key Features
  - Turns south just east of SR 3
  - Bisects the wooded area behind Metaldyne; clips corner of quarry
  - Connects to existing US 50 near Deer Creek Road
- Comments
  - North Vernon gets drinking water from the dam just downstream from where this alternative would cross the river. If there were a spill of contaminated materials on the roadway, there

would be very little time to react before it reached the dam.
    - Access at CR 20 W would not be as important for the airport under this alternative due to it's more southern location
    - Consider an alternative that would connect this alternative to Alternative 5, just north of CR 250 N.

Alternative 3

- Key Features
    - Turns north just east of SR 3 to follow CR 350 N alignment
    - Would clip southern corner of the North Vernon Airport and take strip of land from St. Anne's Golf Course
    - Turns due south after crossing the River
    - Connects to existing US 50 near CR 175 E
- Comments
    - Even minor impact to the airport would be a concern due to runway protection zones. Need to consider moving the alignment to the south of CR 350 N in this area.
    - Not acceptable to cut off NVIC access drive on CR 350, just east of CR 75 W.
    - While this alternative would keep mostly intact the planned industrial park, it would impact existing businesses.
    - The airport has proposed an extension of its runway to the northeast, which would either cut off or relocate CR 450 N. If that road was cut off and this project cut off the eastern end of CR 350 N (where it turns north), residents of that community would have a long, circuitous route to get to North Vernon. This project could consider either an intersection at CR 350 N (where it turns north) or, if CR 350 N was kept open, it could potentially go under the bypass.
    - The project team should be sure to invite Rose Acres Farms to participate in the project.
    - There were no strong opinions regarding the need to provide an intersection at CR 300 N. The County does not have a long-range transportation plan at this time.

Alternative 4

- Key Features
    - Follows alignment of Alternative 3 but takes a more easterly path east of the river.
    - Connects to existing US 50 near CR 280 E.
- Comments
    - Issues mirror those raised on Alternative 3.

Alternative 5

- Key Features
    - Follows alignment of Alternative 1 (east to the State Forest and then south)
    - Turns due east just south of the State Forest.
    - Connects to existing US 50 near CR 175 E
- Comments
    - Issues mirror those raised on Alternative 1 and 3.

Attachments:

- Meeting Presentation
- Sign-In Sheets

These minutes are in the writer's best interpretation of discussions held during the meeting. Please inform the writer within three (3) business days of any noteworthy omissions or errors as these will become part of the project record.

Minutes prepared by: Dan Prevost, August 31, 2012

August 21, 2012

U.S. 50 North Vernon Bypass – East

Community Advisory Committee

Welcome

U.S. 50 North Vernon Bypass – East

Community Advisory Committee

- Purpose and Make-up of the CAC
- Rules of the Room – we want your opinion
- Role of the Committee: "Advise"
- Opportunities for CAC input
- Future Meetings

Introductions

- Name
- Organization
- Answer Two Questions:
  - 1. What's your favorite activity to do locally and why?
  - 2. Pick one:
    - What’s the weirdest thing you’ve ever eaten?
    - If you were to perform in the circus, what would you do?

INDOT Profile

- 6 district offices
- 3,722 employees
- $396 million/annual operating budget
- $1 billion/annual capital expenditures
- 28,410 total lane miles
  - 5,098 lane miles of interstate
  - 16,519 lane miles of two-lane roads
  - 5,320 INDOT-owned bridges

INDOT

- INDOT Mission:
  - INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth

- INDOT Values:
  - Respect
  - Teamwork
  - Accountability
  - Excellence

Major Projects

- **Major Project Status**

Project	% Miles Let	Open to Traffic	Final Letting
I-80/94 Interchange	100	Aug. 2011	2009
Accelerate 465	100	Dec. 2012	2010
US 24 Fort to Port	100	Nov. 2012	2010
I-69 Evansville to Crane	100	Nov. 2012	2011
Milton-Madison Bridge	100	April 2013	2010
US 31 Kokomo	100	Dec. 2013	May 2012
SR 25 Hoosier Heartland	100	Dec. 2013	July 2012
US 31 Plymouth to South Bend	92	Dec. 2014	April 2013
I-69 Crane to Bloomington	73	Dec. 2014	Dec. 2012
US 31 Hamilton County	16	Dec. 2015	Oct. 2012

Meeting Outline

- Project History
- Purpose and Need
- Study area
- Typical section and design considerations
- Alternative overview
- Alternative Evaluation Process
- Project schedule

Project History

- 2008: U.S. 50 Corridor Study
  - Recommends bypass around North side of North Vernon
- 2010: INDOT Selects Parsons for Spot Improvements and west half of bypass

<u>Spot Improvements</u>

- 13 Intersection Improvements
  - 2012: CE document
  - District capital program
- 3 Bridge Replacements
  - 2012: CE document
  - May 2012: construction letting
  - December 2013: open to traffic

<u>Bypass – West</u>

- Fall 2011: EA published and public hearing
- February/May 2012: construction letting
- December 2013: open to traffic

<u>SR 3 Improvements</u>

- Safety issue identified during bypass study
- Southbound left turn lane at JFK to be extended
- Fall 2012: CE document
- February 2013: construction letting
- Fall 2013: open to traffic

Project History

- East half of bypass
  - Fall 2011: INDOT identifies funding for east half of bypass
  - Spring 2012: INDOT selects Parsons to complete another EA
  - July 2012: Project kickoff

Purpose and Need

Needs

1. Congestion: There are high levels of traffic congestion through downtown North Vernon
2. Safety: There is a high crash frequency on U.S. 50 through North Vernon
3. Accessibility: An improved transportation network is required to meet the accessibility demands of new employment, as well as residential and economic development
4. Planning: Improvements of U.S. 50 are necessary to maintain consistency with statewide and regional transportation plans.

Purpose and Need, continued

Purpose

- Reduce congestion on U.S. 50 and SR 3 and SR 7 in/around North Vernon
- Provide a safer transportation facility for both truck and passenger vehicles around the north and east sides of North Vernon
- Provide an efficient transportation link between the existing and growing industrial area on the north side of North Vernon to U.S. 50 east of town
- Support State and local transportation planning

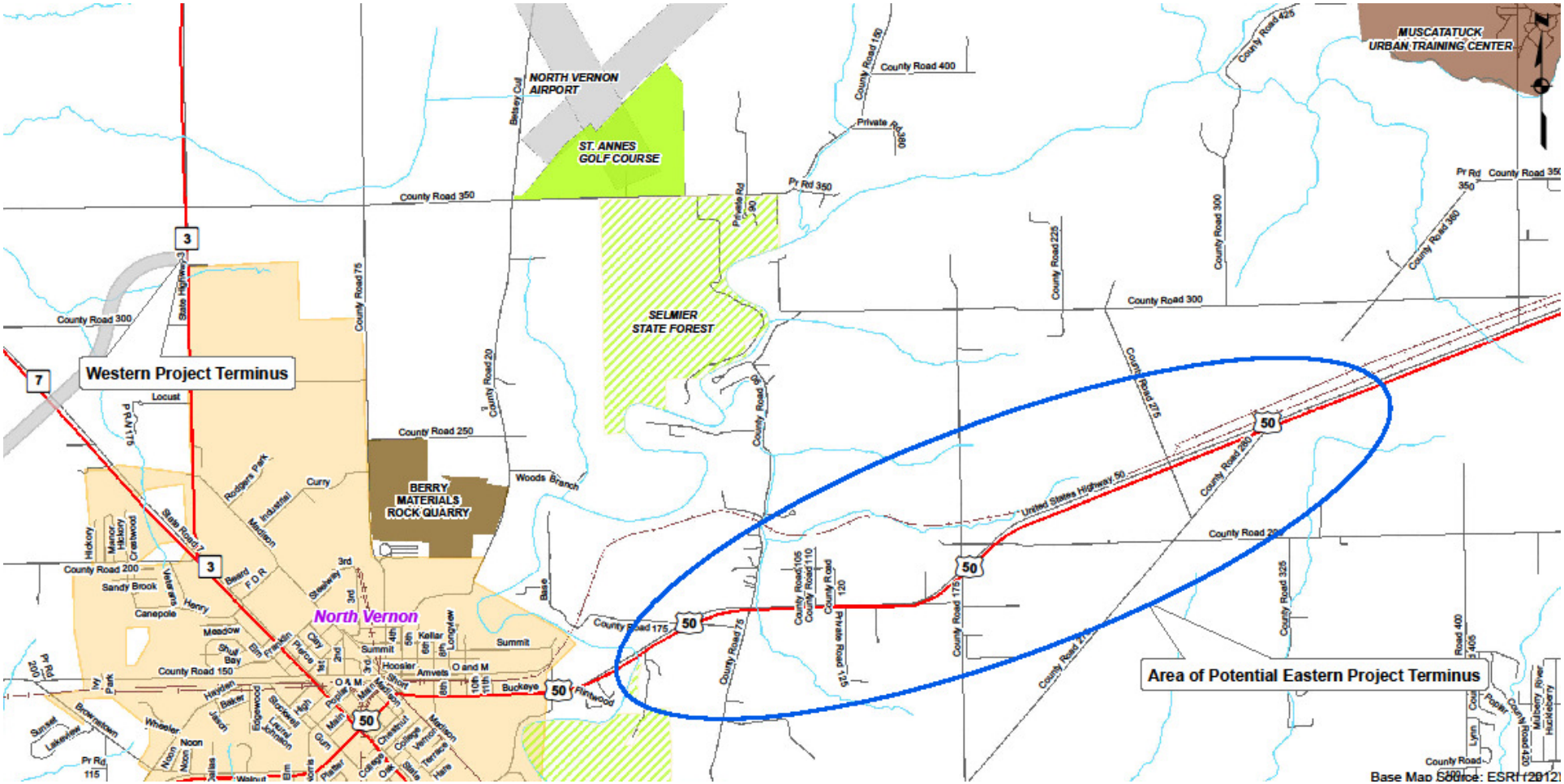
Purpose and Need, continued

Purpose, continued

In addition to the four primary goals, the alternatives will be judged on how well they meet the following non-transportation goals:

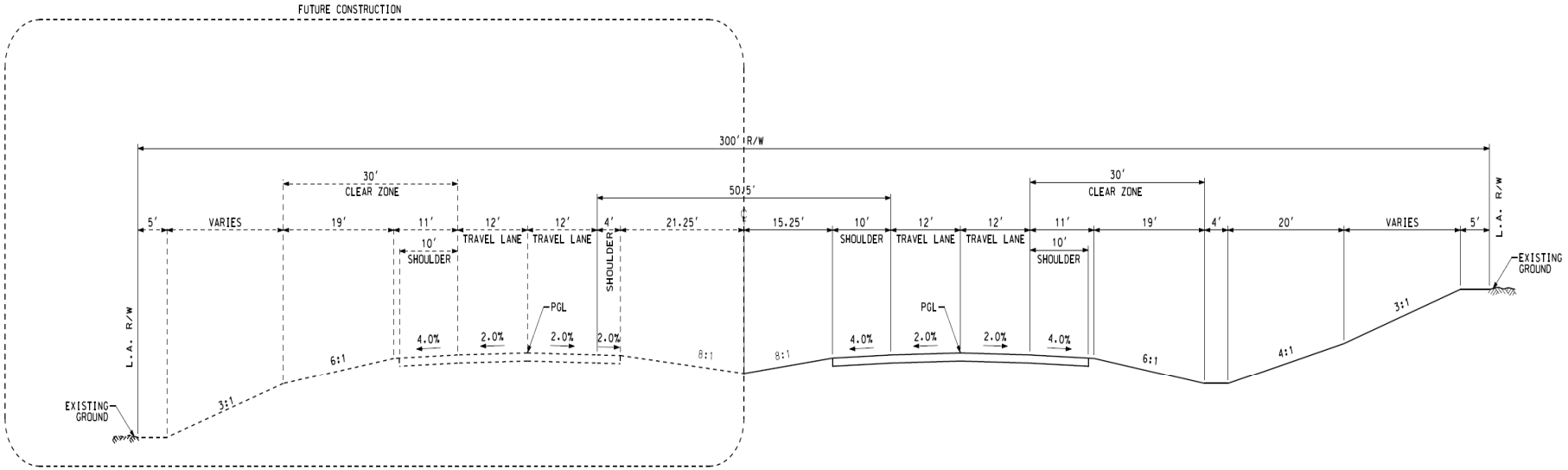
- Minimize impacts to environmental and cultural resources
- Minimize social and economic impacts due to right-of-way acquisition and relocations
- Support local community needs and interests
- Provide a transportation facility consistent with local development needs

Study Area


Western Project Terminus
Area of Potential Eastern Project Terminus
North Vernon
NORTH VERNON AIRPORT
ST. ANNES GOLF COURSE
SELMIER STATE FOREST
BERRY MATERIALS ROCK QUARRY
MUSCATATUCK URBAN TRAINING CENTER
County Road 350
County Road 300
County Road 250
County Road 200
County Road 150
County Road 400
County Road 175
County Road 275
County Road 225
County Road 425
United States Highway 50
State Road 7
State Highway 3
Base Map Source: ESRI (2012)

Typical Section

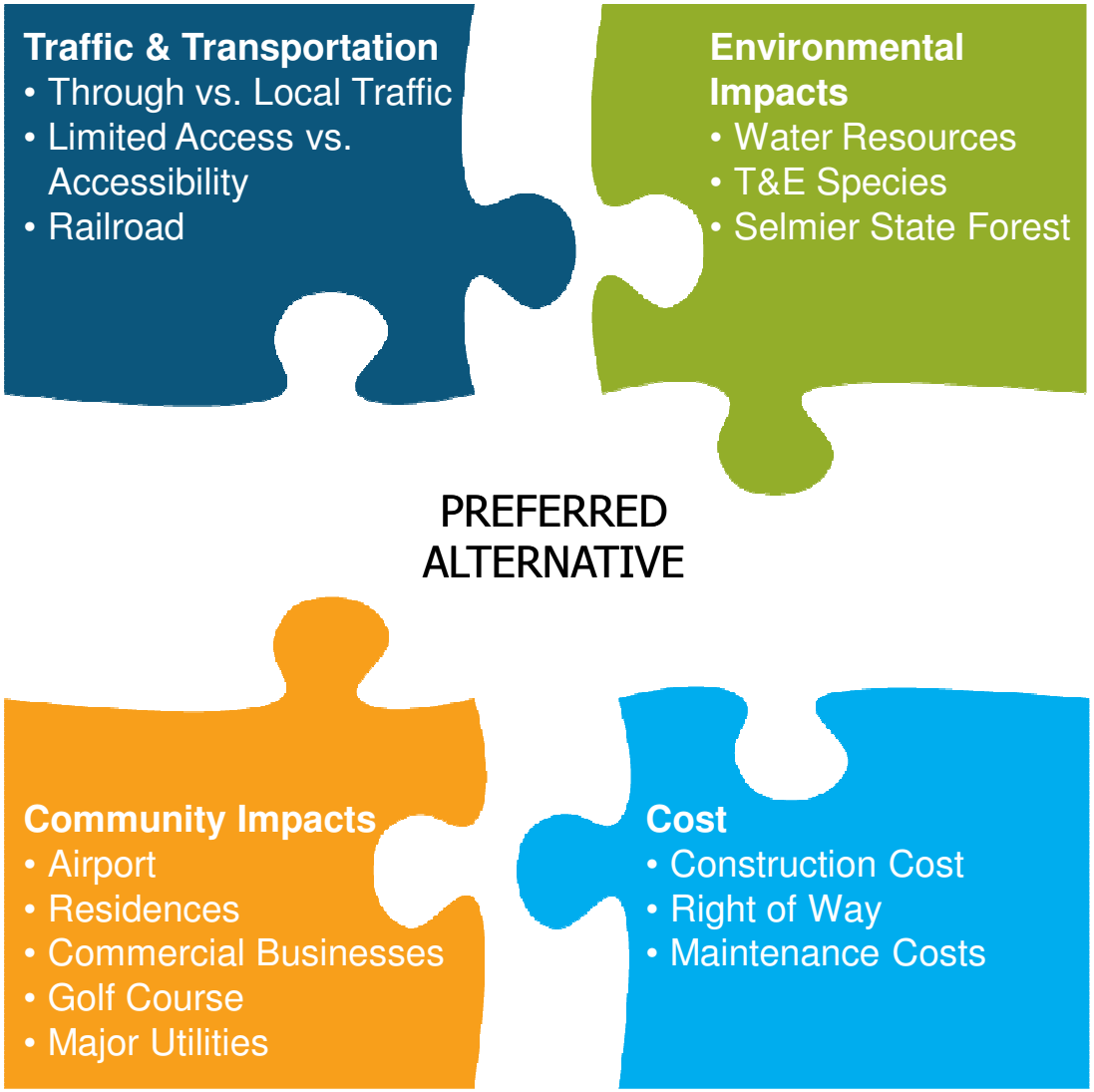
- Approximately 300 feet of right-of-way will be acquired to accommodate a 4-lane roadway
- Only a two-lane roadway will be built as part of this project



RURAL TYPICAL SECTION

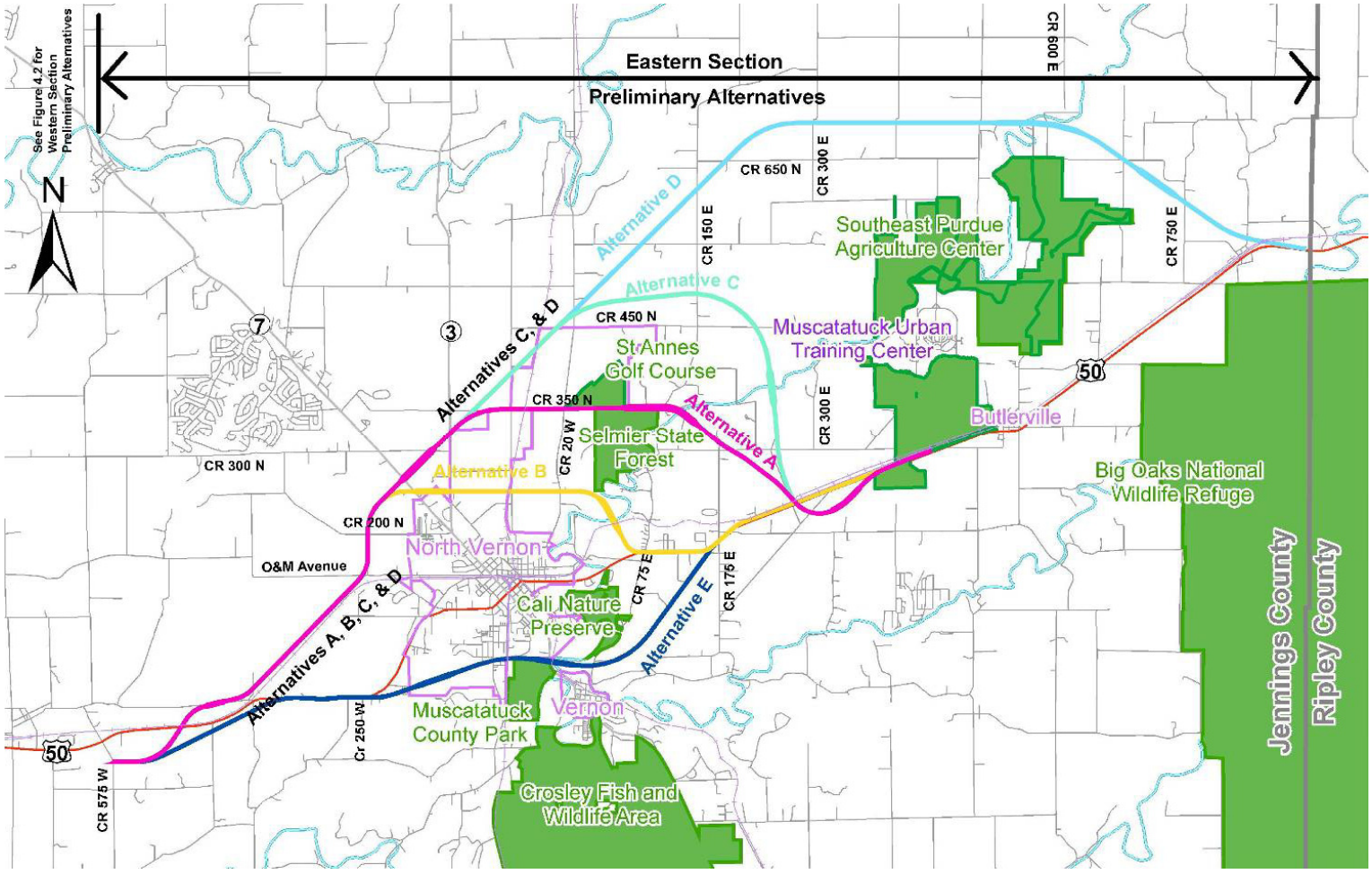
DESIGN SPEED = 60 mph

Design Considerations



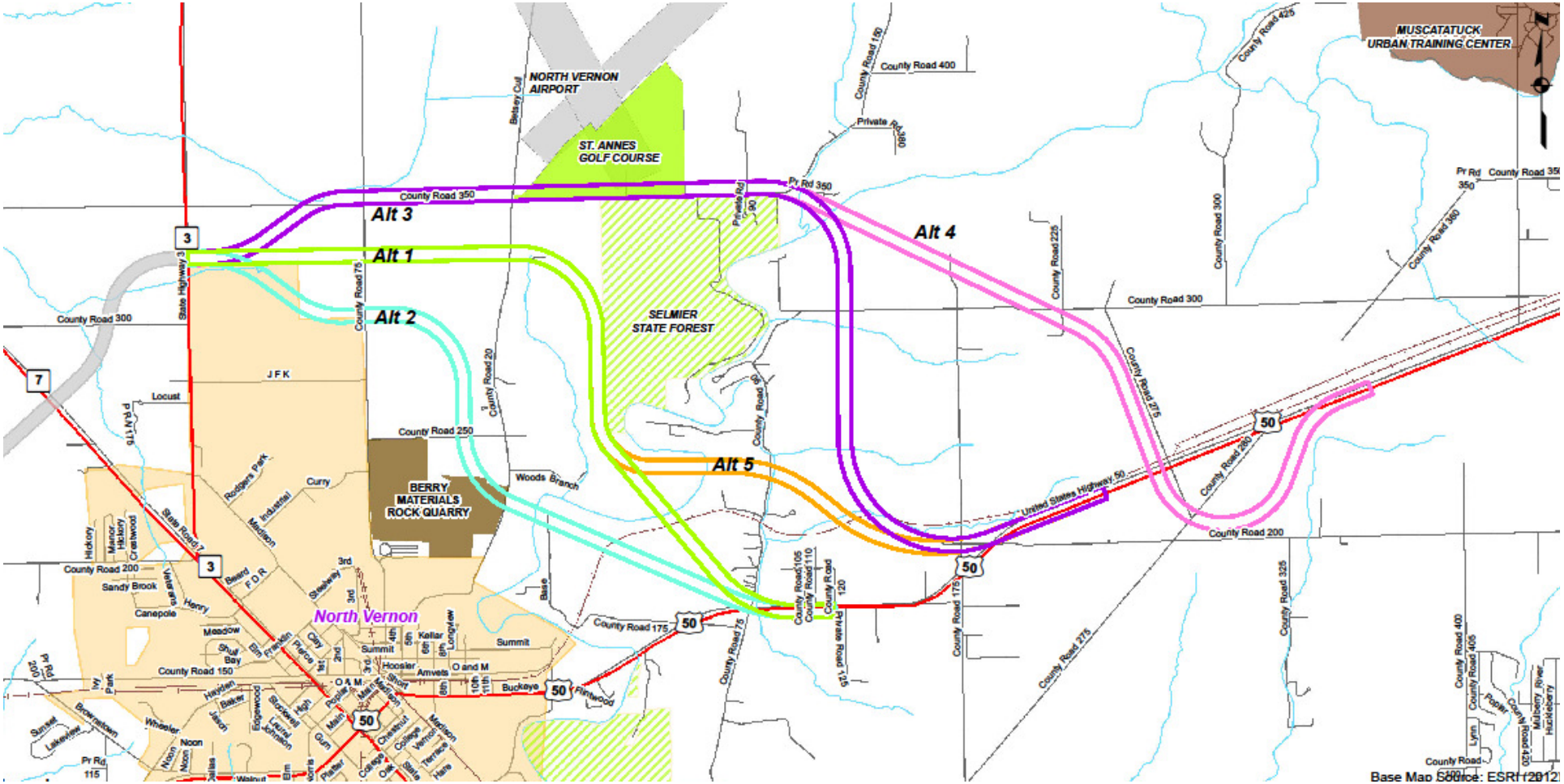
Alternative Overview

2008 Planning Study Alignments

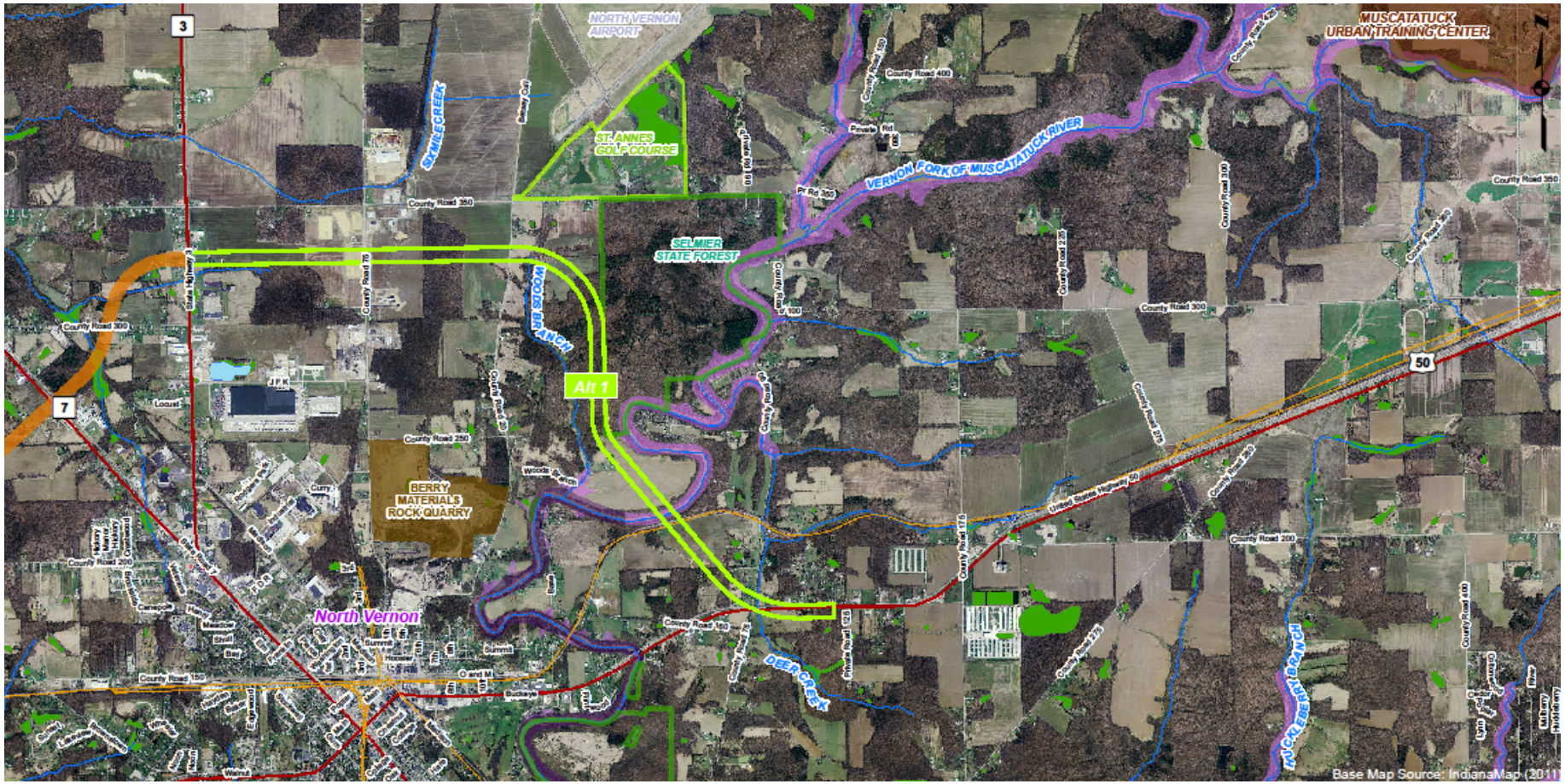


Alternative Overview

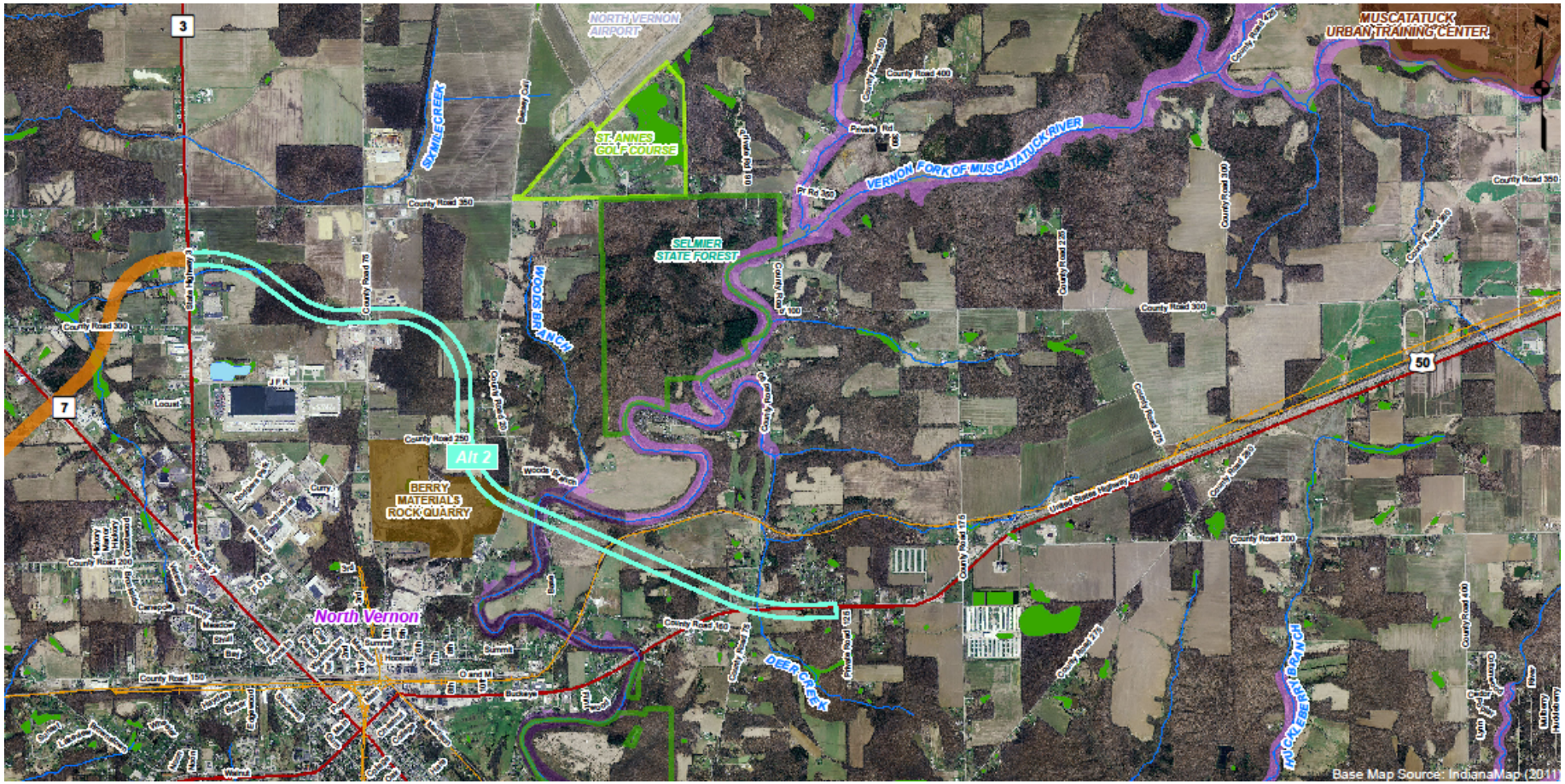
Preliminary Alternatives



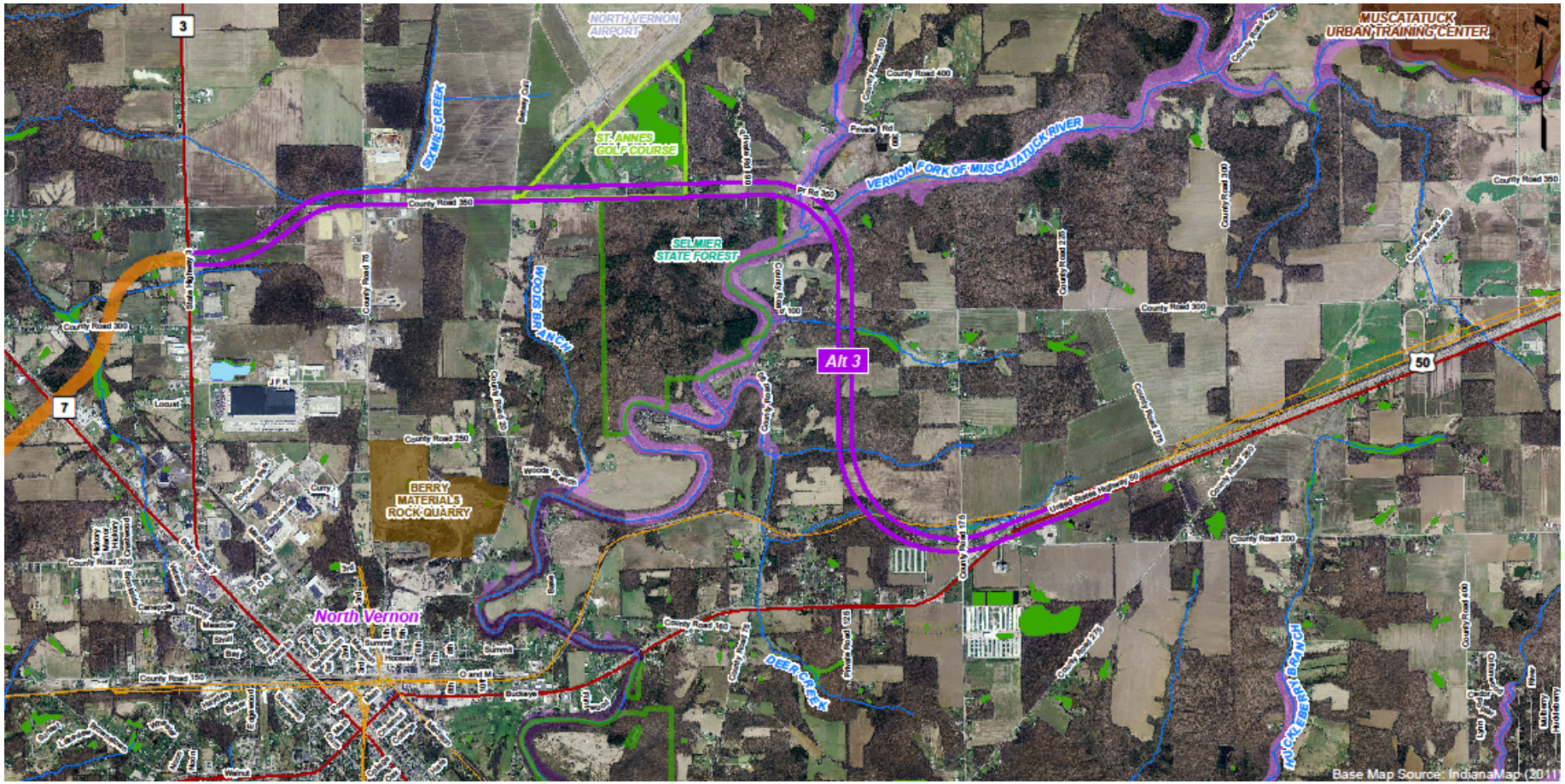
Alternative 1



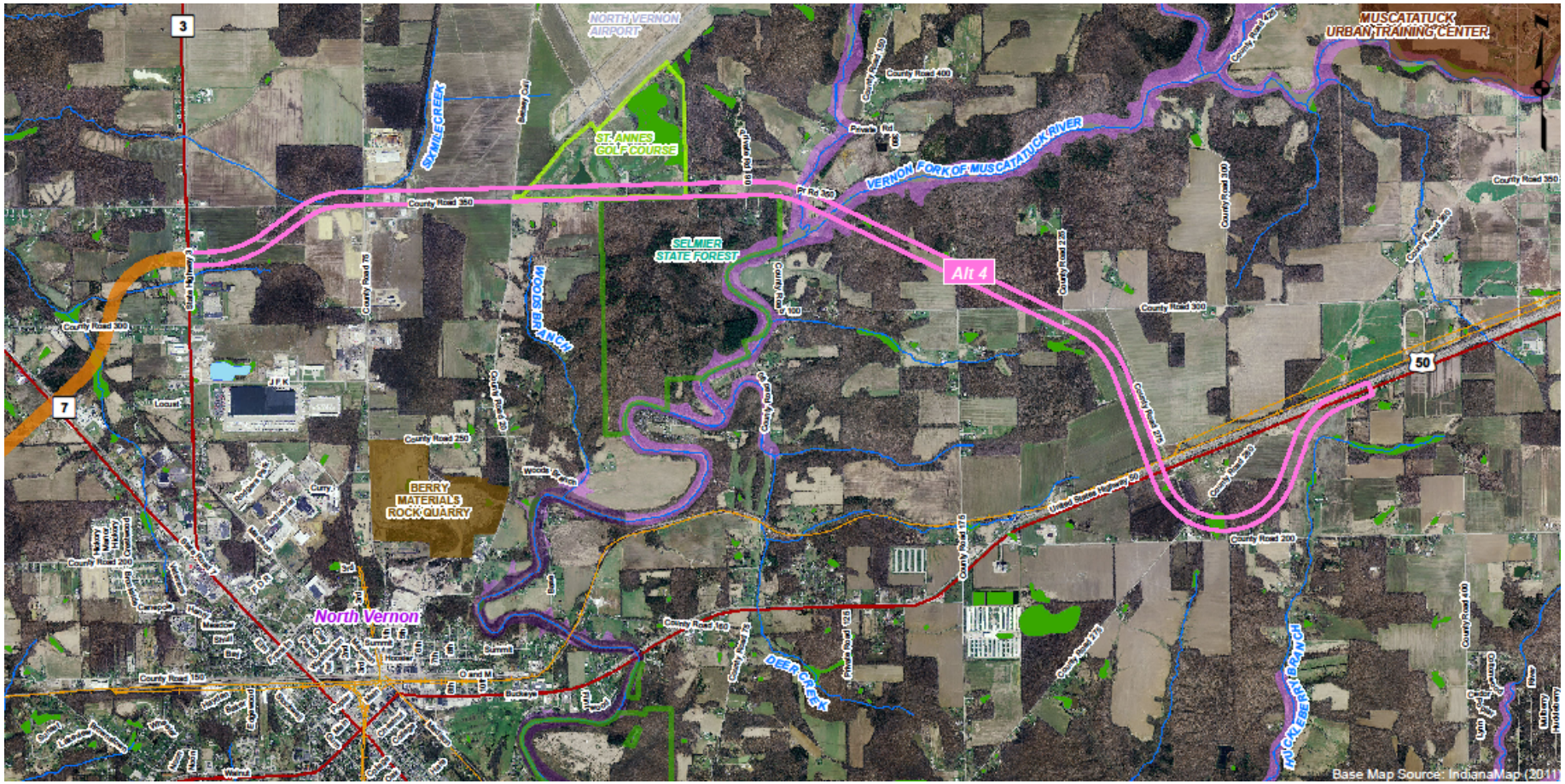
Alternative 2



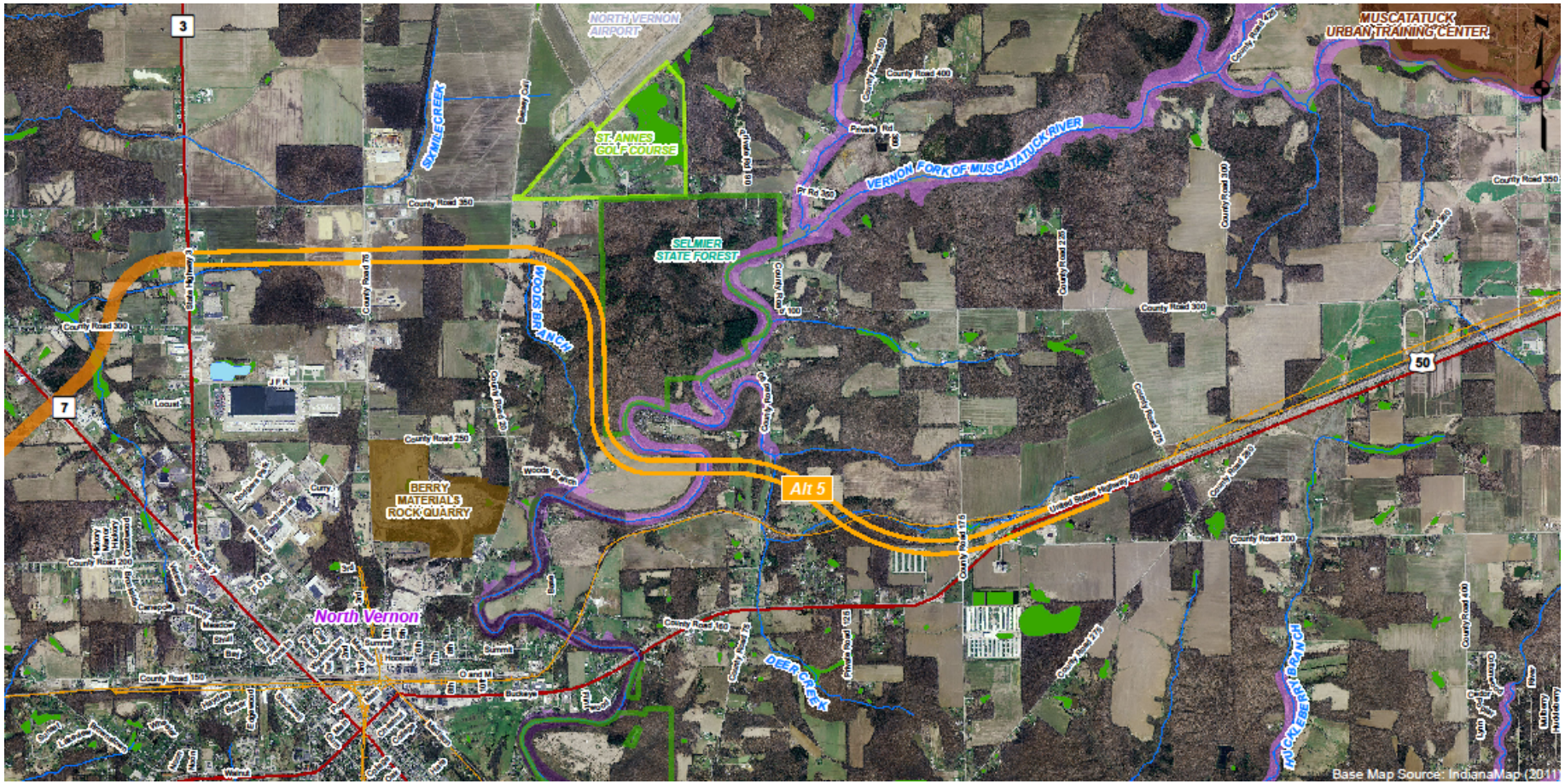
Alternative 3



Alternative 4

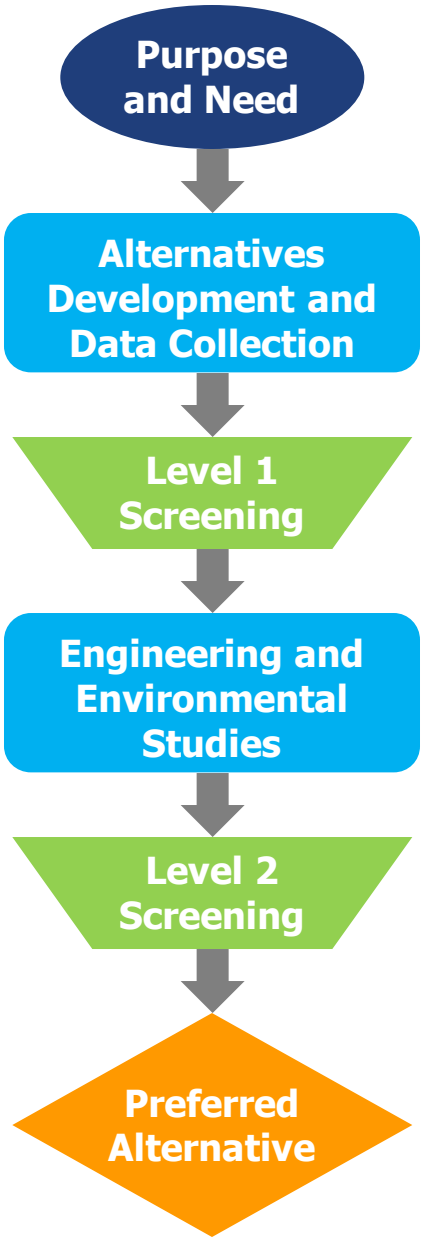


Alternative 5



Alternatives Evaluation Process

- Increasing Level of Detail as Alternatives are Reduced
- Public and Stakeholder Involvement Throughout



Project Schedule

- Environmental Assessment preparation
  - August/September 2012
    - CAC Meeting #1
    - Resource Agency Meeting #1
    - Public Open House
  - October/November 2012
    - CAC Meeting #2
    - Resource Agency Meeting #2
    - Selection of Preferred Alternative
  - January/February 2013
    - Publish EA/Public Hearing
- Right-of-way acquisition
- Letting
- Construction

Public Meeting September 2012

- Update on status of West project
- Introduce public to the East project
- Introduce alternatives and major issues
- Provide opportunity for comments
- Provide timeline of major milestones
- New website for information

  www.US50NorthVernon.indot.in.gov

Conclusion

- Ways to contact the project team
- Thank you for attending
- Questions?

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INDOT-Seymour District
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gseal@indot.in.gov

Please Correct Any Errors and Add Any Missing Information

NAME Check if present	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
☐ Matt Alexander	Jennings County Emergency Management	925 S State Street North Vernon, IN 47265	812-3461691
☐ Michelle Allen	FHWA	575 N Pennsylvania Street Indianapolis, IN 46204	michelle.allen@dot.gov 317-226-7344
☐ Jeff Barger	County Commissioner	1425 W CR 850 S Commisky, IN 47227	
☑ Brad Bender	FPBH, Jennings Co. Highway Engineer	PO Box 47 North Vernon, IN 47265	bbender@fpbhonline.com 812-346-2045
☐ Mike Brown	Jennings County Council	PO Box 732 North Vernon, IN 47265	
☑ Harold Campbell	Mayor, North Vernon	275 Main Street North Vernon, IN 47265	mayor@northvernon-in.gov 812-346-3789
☑ Ryan Curry	North Vernon Municipal Airport	645 E CR 450 N North Vernon, IN 47265	
☑ Warren Cutshall	St. Anne's Golf Course	360 E CR 350 N North Vernon, IN 47265	wwcutshall@yahoo.com 812-219-7610
☑ Steve Davidson	Parsons	101 W Ohio Street, Ste 2121 Indianapolis, IN 46204	steve.davidson@parsons.com 317-616-1008
☐ Jeff Day	County Commission	3355 S SR 7 North Vernon, IN 47265	
☑ Ike DeBurger	INDOT Seymour District	185 Agrico Lane Seymour, IN 47274	ideburger@indot.in.gov

Please Correct Any Errors and Add Any Missing Information

NAME Check if present	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
☑ Jim Earl	INDOT Project Manager	100 N Senate Ave, Rm N642 Indianapolis, IN 46204	jearl@indot.in.gov 317-233-2072
☐ Kathy Eaton-McKalip	INDOT Seymour District	185 Agrico Lane Seymour, IN 47274	keaton-mckalip@indot.in.gov
☑ Kathy Ertel	Jennings County Economic Development	PO Box 15 North Vernon, IN 47265	kertel@jenningsedc.com 812-346-2388
☑ Larry Fagersten	Camp Atterbury/MUTC	PO Box 5000, Bldg 4A Edinburgh, IN 46142	larry.fagersten@us.army.mil 317-519-3808
☐ Louis Feagans	INDOT Central Office	100 N Senate Ave, Room N642 Indianapolis, IN 46204	lfeagans@indot.in.gov 317-232-5332
☑ Nathan Frey	INDOT Seymour District	185 Agrico Lane Seymour, IN 47274	nfrey@indot.in.gov 812-524-3706
☐ Jeff Fuller	Dave O'Mara Contractors	1100 E O&M Avenue North Vernon, IN 47265	Jefff@daveomara.com 812-346-4135
☐ Bren George	FHWA	575 N Pennsylvania Street Indianapolis, IN 46204	bren.george@dot.gov 317-226-7342
☑ James Goen	MUTC/Indiana National Guard	PO Box 5000, Bldg 4A Edinburgh, IN 46142	James.michael.goen@us.army.mil 812-526-1553
☐ Tim Grady	Lowe's	1301 W JFK North Vernon, IN 47265	timothy.l.grady@lowes.com 812-346-9400
☐ Brian Hatfield	North Vernon City Council	405 8th Street North Vernon, IN 47265	brianhatfield@hotmail.com

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NAME Check if present	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
☐ Steve Hoppock	Jennings County Sheriff	925 S State Street North Vernon, IN 47265	812-346-8642
☐ Tim Hosey	Jennings County Chamber of Commerce	524 N State Street #B North Vernon, IN 47265	
☐ Ray Hughes	Jennings County Council	3635 W CR 400 S North Vernon, IN 47265	
☐ Matthew Hurley	North Vernon City Council	37 Dallas Drive North Vernon, IN 47265	
☐ Troy Jackson	Friends of the Muscatatuck River	PO Box 1064 North Vernon, IN 47265	
☐ Michael Kelley	Jennings County Council	5825 N CR 575 W Scipio, IN 47273	
☐ Greg Kicinski	INDOT Central Office	100 N Senate Ave, Room N642 Indianapolis, IN 46204	gkicinski@indot.in.gov 317-234-1534
☐ Dan Kuester	Woolpert	7635 Interactive Way, Ste 100 Indianapolis, IN 46278	
☐ Jerry Lamb	Jennings County Council	611 N State Street North Vernon, IN 47265	jerryalamb@yahoo.com
☐ Jim Lamb	Jennings County Council	950 N CR 25 E North Vernon, IN 47265	
☐ Dale Lyles	MUTC	PO Box 77, Bldg 16 Butlerville, IN 47223	812-458-8780 ext 1298

Please Correct Any Errors and Add Any Missing Information

NAME Check if present	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
☐ Rick McGill	North Vernon Fire Department	PO Box 807 North Vernon, IN 47265	812-346-6480
☐ Rob McGriff	Selmier State Forest	905 E CR 350 N North Vernon, IN 47265	rmcgriff@dnr.in.gov 812-346-2286
☑ Howard Malcomb	Jennings County Council	64 Dallas Drive North Vernon, IN 47265	hbmalcomb@cinergymetro.net 812-346-4343
☑ Randall Marshall	North Vernon Police	101 N Madison Avenue North Vernon, IN 47265	rmarshall@nvpd.org
☐ Ed Maschino	Jennings County Council	6645 W CR 20 S North Vernon, IN 47265	
☐ Donnie Miller	St. Anne's Golf Course	306 E CR 350 N North Vernon, IN 47265	
☐ Mike Ochs	North Vernon City Council	122 David Drive North Vernon, IN 47265	Ochs5@yahoo.com
☐ Rodney Ochs	Lowe's	1301 W JFK Drive North Vernon, IN 47265	rodney.e.ochs@lowes.com 812-346-9414
☐ Dave O'Mara	Dave O'Mara Contractors	1100 E O&M Avenue North Vernon, IN 47265	Tammym@daveomara.com 812-346-4135
☑ Brad Ponsler	Indiana Farm Bureau	3765 N CR 295 W North Vernon, IN 47265	
☑ Dan Prevost	Parsons	101 W Ohio Street, Ste 2121 Indianapolis, IN 46204	daniel.prevost@parsons.com 317-616-1017

Please Correct Any Errors and Add Any Missing Information

NAME Check if present	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
☐ Greg Prince	INDOT Seymour District	185 Agrico Lane Seymour, IN 47274	gprince@indot.in.gov 812-524-3926
☐ Toby Randolph	Parsons	101 W Ohio Street, Ste 2121 Indianapolis, IN 46204	tobias.randolph@parsons.com 317-616-1016
☐ Connie Rayburn	North Vernon City Council	129 W Long Street North Vernon, IN 47265	
☐ Tom Rueschhoff	INDOT Central Office	100 N Senate Avenue, Rm N642 Indianapolis, IN 46204	trueschhoff@indot.in.gov 317-233-2065
☐ Terry Sargeant	Jennings County School Corporation	34 Main Street North Vernon, IN 47265	812-346-4483
☐ Dave Shaw	North Vernon City Council	214 S Jennings Street North Vernon, IN 47265	
☐ Chad Speer	North Vernon Parks and Recreation	604 N State Street North Vernon, IN 47265	812-346-9371
☑ Cheryl Trisler	Jennings County Area Planning	PO Box 400 Vernon, IN 47282	812-352-3005
☑ James Webster	North Vernon Police	101 Madison Avenue North Vernon, IN 47265	jwebster@nvpd.org 812-346-2345
☐ Dan Wright	FPBH	PO Box 47 North Vernon, IN 47265	dwright@fpbhonline.com 812-346-2339
✓ Chris Ertel	EDC		

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (City, State, and Zip Code)	E-MAIL & Phone No.
Jeff J. Fuller	DaveO'MaraContractor	1100 E 0f M N.Vernon, IN	812-592-0713 jefff@daveomara.com
Mike Hess	North Vernon Water	275 Main St	NVwaterworks@gmail.com
Christinia Sayne	DNR- Selmier State Forest	905 E County Rd 350N, North Vernon	812-346-2286 selmiersf@dnr.in.gov
Rodney Ochs	Lowe's	801 JFK	Rodney.E.Ochs@lowes.com
Warren Utshall	St. Annes Golf	1100 S. Strong Dr. Bluffton IN 47403	WWcutshall@yahoo.com 812-219-7610

Public Meeting Materials (9/6/12)

INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N901
Indianapolis, Indiana 46204-2249
(317) 232-5457 *FAX: (317) 234-1228*
An Equal Opportunity Employer ● http://www.state.in.us/dot

Mitchell E. Daniels, Jr., Governor
Michael Cline, Commissioner

NOTICE OF PUBLIC INFORMATION MEETING

The Indiana Department of Transportation (INDOT) will hold a public meeting regarding current status of the US 50 North Vernon Bypass Project. **This meeting will be held on Thursday September 6th, in the cafeteria of Jennings County Middle School located at 820 West Walnut Street. Doors will open to the public at 5 p.m. as the community is encouraged to visit with project officials, view displays, and ask questions of the project team. Project team representatives will be available to answer questions from 5 p.m. to 7 p.m.** Interested persons will be afforded an opportunity to express their comments and concerns via comment forms provided at the meeting.

This new project will complete the eastern half of a U.S. 50 bypass around North Vernon. The North Vernon Bypass – East project will provide a connection from SR 3 back to U.S. 50 on the east side of North Vernon. The objective for completing this project is to improve traffic operation in and around North Vernon and increase accessibility to existing and potential growth areas. The project proposes a new limited-access two-lane roadway connecting SR 3 and the western half of the bypass to U.S. 50.

In February 2008 INDOT published the U.S. 50 North Vernon Corridor Planning and Environmental Assessment Study recommending the construction of a new U.S. 50 alignment from U.S. 31 in Jackson County, around the north side of North Vernon, connecting back to existing U.S. 50 on the east side of town. Due to budget constraints, INDOT has adapted its approach to the project, dividing it into three separate project elements. The westernmost section of U.S. 50, from U.S. 31 to the east side of North Vernon, was advanced as a series of intersection "spot" improvements including improvements to intersections, signage and guardrail, replacement of three water crossings, and added travel lanes in certain sections. Several of these will be constructed in the next year.

The western half of the bypass, from CR 400 W to SR 3 on the north side of North Vernon was developed through a detailed environmental and engineering analysis process with input from the public and other stakeholders. The eastern terminus of the selected alternative is SR 3 approximately 1,200 feet south of CR 350 N. This project is currently under construction; when complete the new roadway will be designated SR 750 until such time as the bypass is completed and redesignated as US 50.

INDOT is considering several possible routes for the completion of the bypass. These alternatives will be presented at the meeting, providing the public an opportunity to ask questions and provide input. The meeting will be an open house format allowing the community to view displays and talk with the project team about the project one-on-one.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the Indiana Department of Transportation needs to provide accommodations, please call INDOT's Public Hearings Office at (317) 232-6601, by Wednesday, August 29, 2012.

INDIANA DEPARTMENT OF TRANSPORTATION
Rickie Clark, INDOT Public Hearings Manager
Division of Environment, Planning & Engineering

US 50 North Vernon Bypass - East

September 6, 2012

Welcome!

INDOT is continuing to move forward with the U.S. 50 North Vernon Bypass Project and wants you to be involved. The project is divided into two sections:

WEST In October 2011, INDOT published the U.S. 50 North Vernon Project Environmental Assessment, which detailed the selection of the preferred alternative to build the west half of a bypass around North Vernon. That project, which is currently under construction, will connect U.S. 50 from near the Base Road/CR 400W intersection to State Road 3 on the north side of town. The west half is expected to be open to traffic by the end of 2013.

EAST INDOT has identified funding to begin work on the East phase of the North Vernon bypass, which will continue the new roadway from SR 3 on North Vernon's north side east and south back to U.S. 50 east of town.

ENVIRONMENTAL PROCESS

Potentially impacted property owners have been identified and notified via a Notice of Survey letter that personnel may be entering their property to conduct the following investigations:

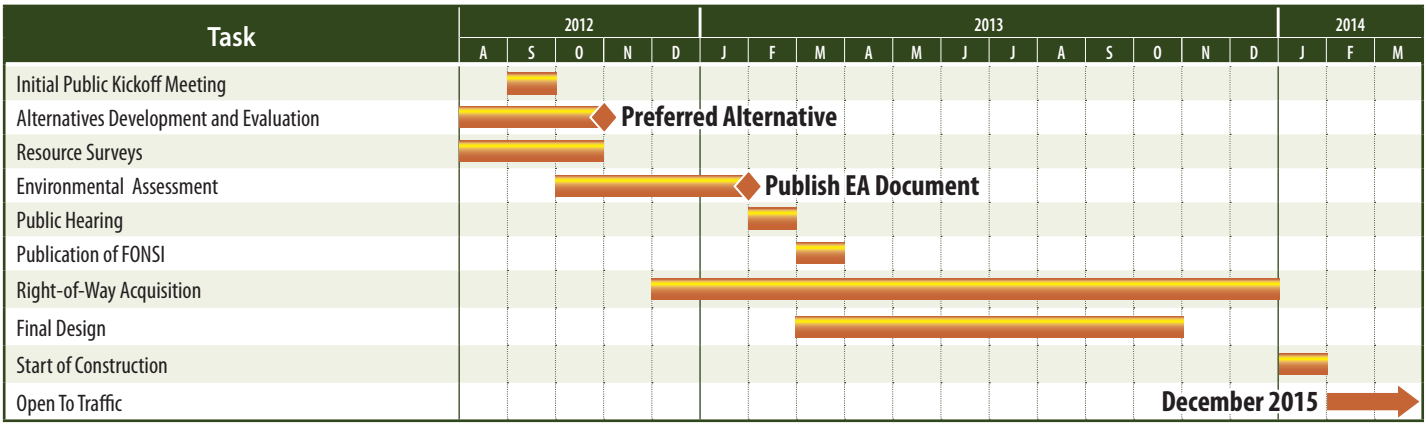
- Water surveys for wetlands, streams and ponds
- Archaeological resources survey
- Historic properties survey
- Land survey to fill in gaps in the aerial topographic survey

Data from these surveys and engineering analysis, along with input from resource agencies, community leaders, and the public, will be used to further refine and screen the range of alternatives. The screening of the alternatives and the selection of the preferred alternative will be documented in an Environmental Assessment (EA).

The EA will be published and the public will be afforded the opportunity to comment at a public hearing. Once all substantive comments are satisfied, the Federal Highway Administration will issue a Finding of No Significant Impact (FONSI), which will conclude the environmental process.

PROJECT SCHEDULE

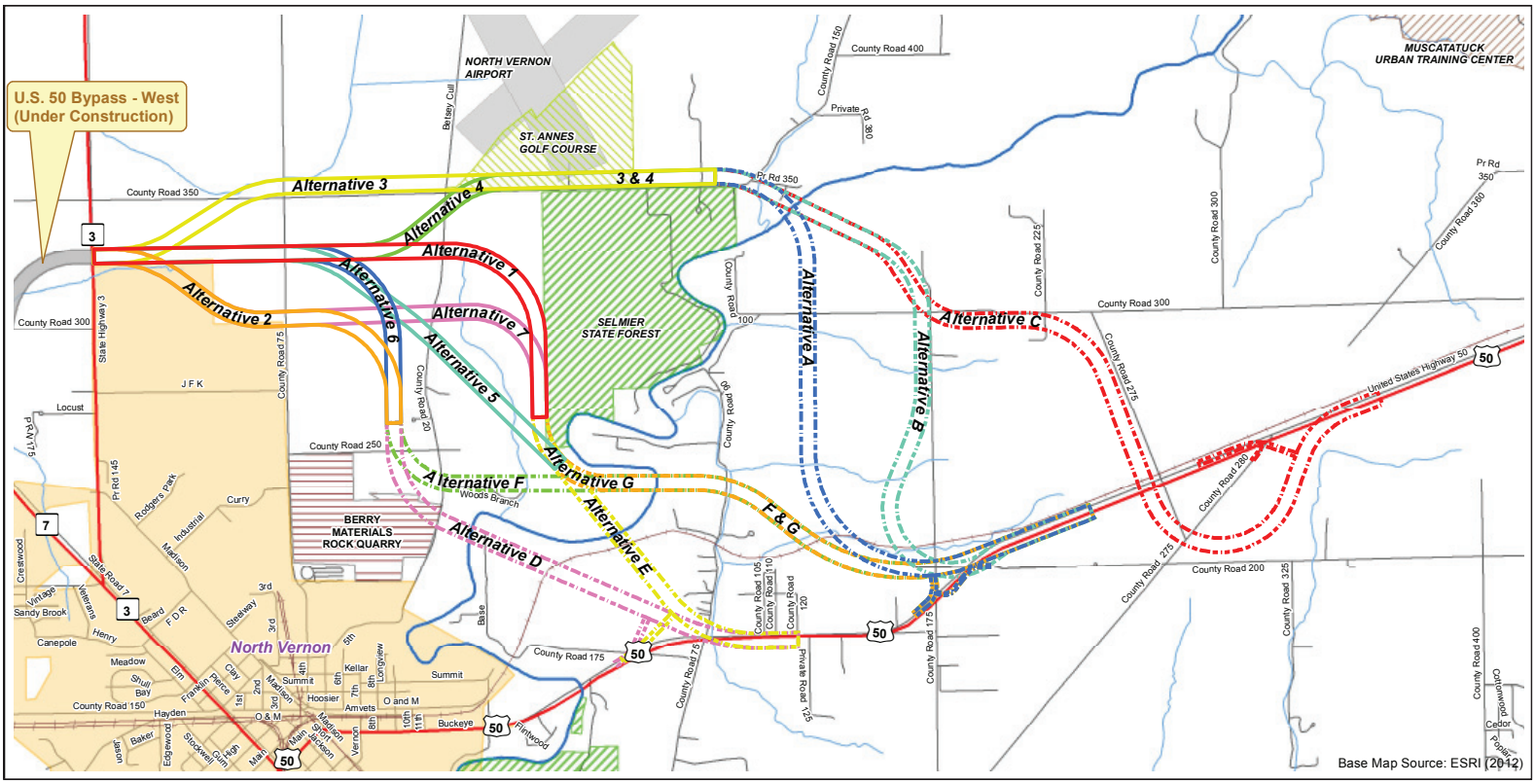
INDOT plans to complete this phase of the project – identifying a preferred alignment – over the next seven months. A Draft EA will be published this winter and a public hearing will be held to gather input from the public on the study's findings. INDOT will also continue to meet with local decision makers and key stakeholders to ensure that the project design meets the community's needs while minimizing impacts on private property and the environment.



US 50 North Vernon Bypass - East

September 6, 2012

PRELIMINARY ALTERNATIVES UNDER CONSIDERATION



Beginning where the West Phase ended at State Road 3 just south of County Road 350 N, the North Vernon Bypass – East project will complete a northern bypass of North Vernon. The preliminary alternatives shown in the map above will be refined and screened based on resource surveys, engineering analysis, and input from the public, resource agencies and project stakeholders.

MORE INFORMATION

Throughout the project, INDOT will continue to update the project website (address below) as new information becomes available. If you have any questions or concerns about the project please contact:

Dan Prevost, Public Involvement Lead
Parsons
101 W Ohio Street, Suite 2121
Indianapolis, IN 46204
Fax: 317-616-1033 Voice: 317-616-1017
E-Mail: Daniel.Prevost@parsons.com

Glenda Seal, Customer Service Manager
INDOT - Seymour District
185 Agrico Lane
Seymour, IN 47274
Voice: 812-524-3720
E-Mail: gseal@indot.in.gov

http://www.US50NorthVernon.indot.in.gov

Public Information Meeting

COMMENT FORM

Name:	
Organization:	
Address:	
City:	State / Zip:
Phone:	E-mail:

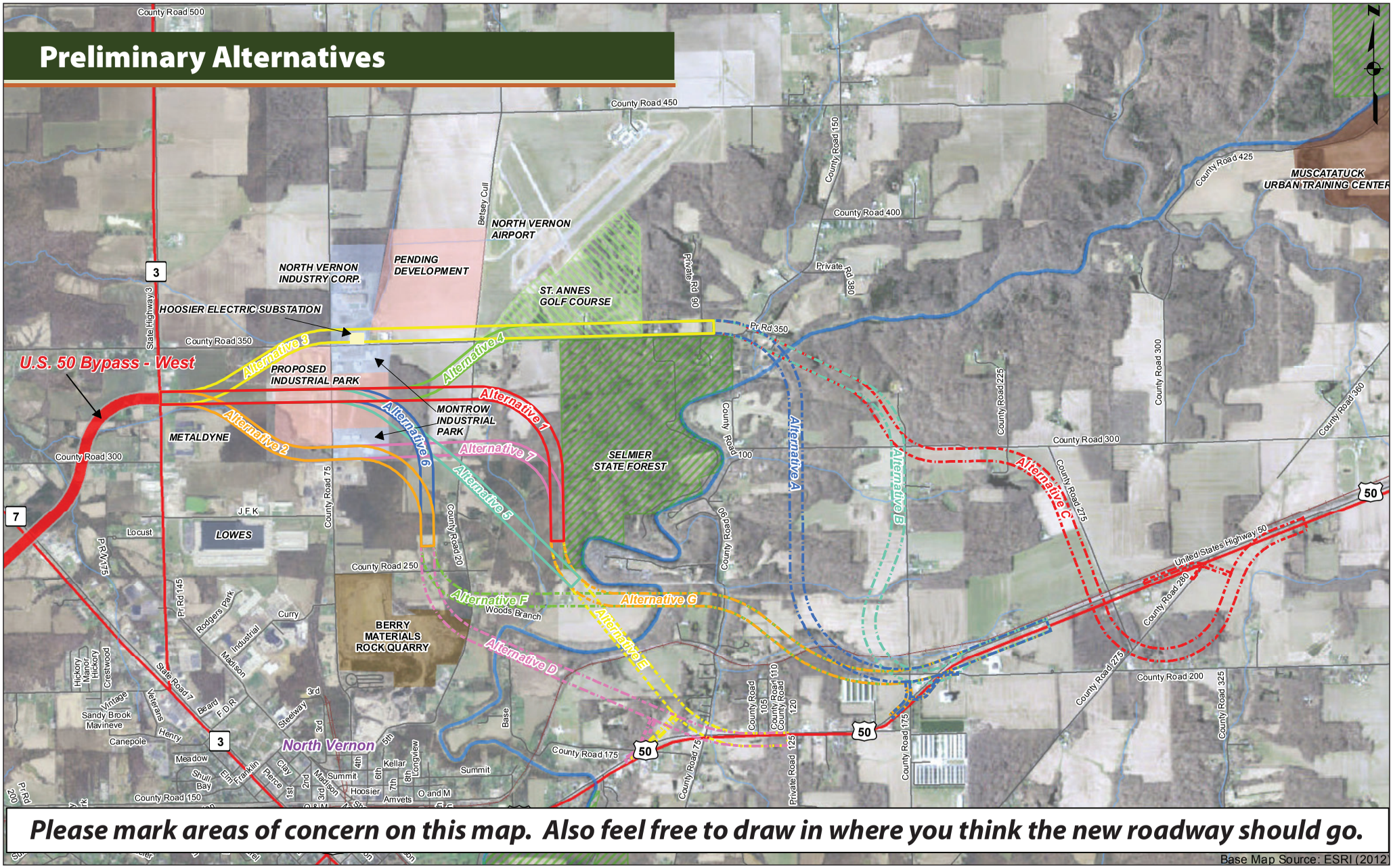
Please provide comments below or on the map on the back of this form.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

Preliminary Alternatives



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

The Alternatives Process

The Preferred Alternative must balance a range of factors

Traffic & Transportation
- Through vs. Local Traffic
- Limited Access vs. Accessibility
- Railroad

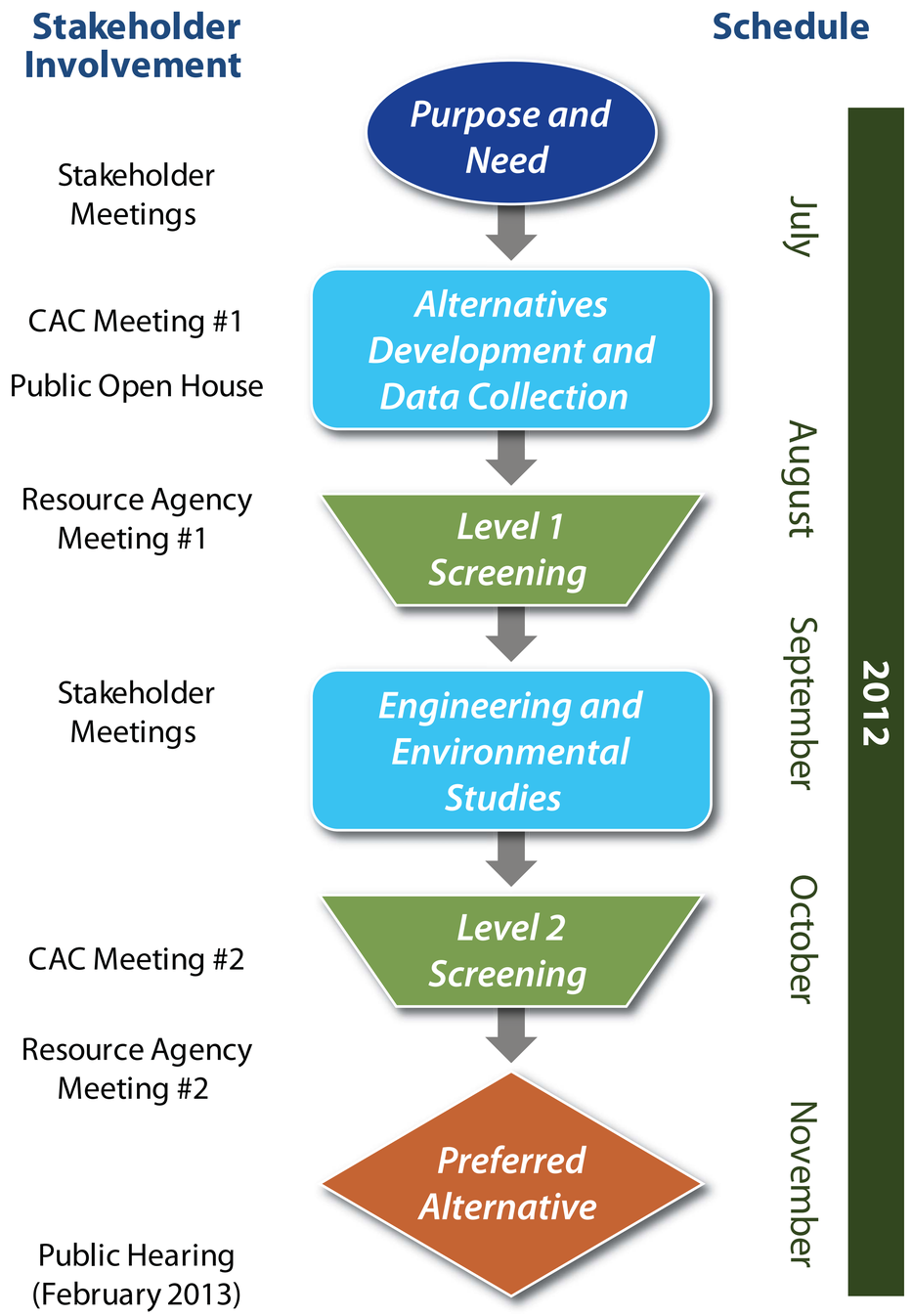
Environmental Impacts
- Water Resources
- T&E Species
- Selmier State Forest

PREFERRED ALTERNATIVE

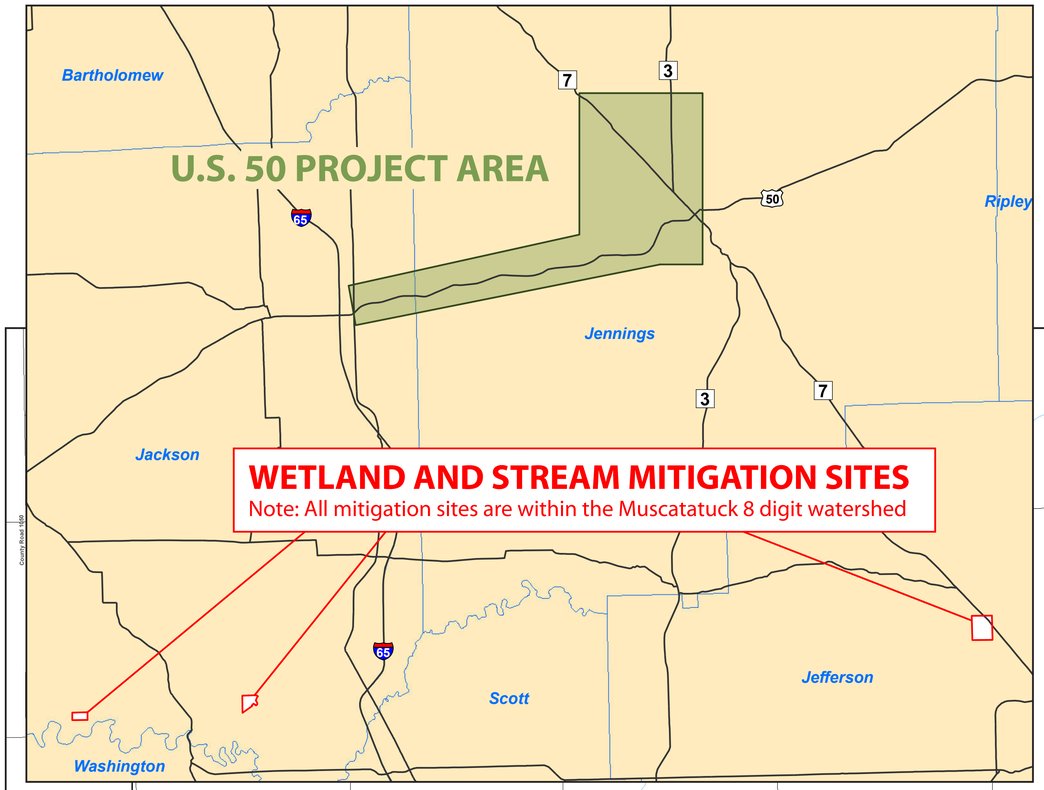
Community Impacts
- Airport
- Residences
- Businesses
- Golf Course
- Major Utilities

Cost
- Construction Cost
- Right of Way
- Maintenance Costs

INDOT has established a methodical process to develop and screen alternatives



U.S. 50 Corridor Updates
Overview Map



Intersection improvements have been provided to the Seymour District for future programming.

New Roadway - Contract 2
Letting: May 2012
Open to Traffic: December 2013

New Roadway - Contract 1
Letting: February 2012
Open to Traffic: December 2013

Extension of Southbound Turning Lane along SR 3 onto JFK Drive
Letting: February 2013
Open to Traffic: Fall 2013

US 50 at CR 450 W
Auxilary Lanes Passing (Passing Blister)

US 50 From 0.88 miles west of CR 900 W to 0.13 miles west of CR 900 W
Auxilary Lanes Passing (Multilane Section)

US 50 at CR 580 W
Intersection Improvement with Added Turn Lanes

US 50 at Washington Street (CR600W)
Auxilary Lanes Passing (Passing Blister)

US 50 at CR 265 W, CR 250 W, and CR 240 W
Auxilary Lanes Passing (Passing Blister)

US 50 Over Mutton Creek Bridge Replacement
Letting: May 2012
Open to Traffic: December 2013

US 50 Over Branch of Storm Creek Bridge Replacement
Letting: May 2012
Open to Traffic: December 2013

US 50 at CR 1225 E and CR 1250 E
Auxilary Lanes Passing (Passing Blister)

US 50 at CR 850 W
Auxilary Lanes Passing (Passing Blister)

US 50 at CR 15 N
Auxilary Lanes Passing (Passing Blister)

US 50 at CR 750 W
Intersection Improvement with Added Turn Lanes

US 50 from 0.15 miles east of Washington Street to CR 610
Auxillary Lanes Passing (Multilane Section)

US 50 at CR 900 W
Intersection Improvement with Added Turn Lanes

US 50 Over Storm Creek Bridge Replacement
Letting: May 2012
Open to Traffic: December 2013

N

Miles
0 0.5 1 2

INDIANA DEPARTMENT OF TRANSPORTATION

PARSONS

Study Area

TRANSPORTATION GOALS

- Reduce congestion on U.S. 50, SR 3, and SR 7 in/around North Vernon
- Provide a safer transportation facility for both truck and passenger vehicles around the north and east sides of North Vernon
- Provide an efficient transportation link between the existing and growing industrial area on the north side of North Vernon to U.S. 50 east of town
- Support State and local transportation planning

NON-TRANSPORTATION GOALS

- Minimize impacts to environmental and cultural resources
- Minimize social and economic impacts due to right-of-way acquisition and relocations
- Support local community needs and interests
- Provide a transportation facility consistent with local development needs

NORTH VERNON AIRPORT

NORTH VERNON INDUSTRY CORP.

PENDING DEVELOPMENT

ST. ANNES GOLF COURSE

HOOSIER ELECTRIC CORP. SUBSTATION

Western Project Terminus

EDC PROPOSED INDUSTRIAL PARK

MONTROW INDUSTRIAL PARK

SELMIER STATE FOREST

MUSCATATUCK URBAN TRAINING CENTER

BERRY MATERIALS ROCK QUARRY

North Vernon

Area of Potential Eastern Project Terminus

U.S. 50 Bypass - West

INDIANA DEPARTMENT OF TRANSPORTATION

PARSONS

Surveys on Private Property

In order to ensure that the design team understands the study area, both above and below ground, we will be conducting a number of surveys over the life of the project. Below are some of the more common ones that require us to enter private property.

If you wish to be notified prior to any of our staff entering your property to conduct a survey please fill out a contact card

Ecological Survey

What we're looking for: streams, wetlands, and ponds

How we collect the data: hand-held GPS to record boundaries; limited shovel testing to identify hydric soils

Historic Architecture Survey

What we're looking for: properties on or eligible for listing on the National Register

How we collect the data: literature reviews, photos of buildings

Archaeological Survey

What we're looking for: evidence of historic/ prehistoric use of land

How we collect the data: literature reviews, site walk-overs, shovel testing

Geotechnical Survey

What we're looking for: an understanding of subsurface soil and rock conditions

How we collect the data: geotechnical ATV drill rig

Topographic Survey

What we're looking for: horizontal position and elevation of roads, buildings, streams, ditches, utilities, etc.

How we collect the data: GPS and traditional survey equipment

Subsurface Utilities

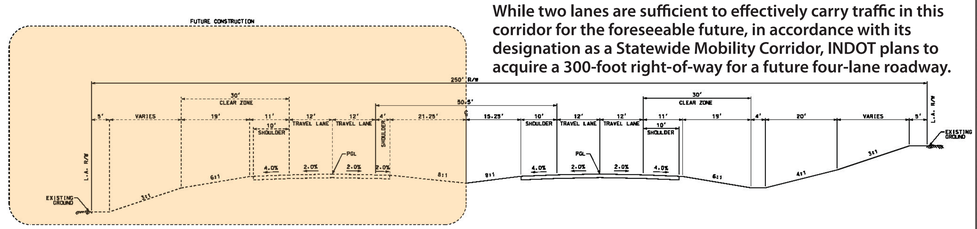
What we're looking for: the location and depth of underground utilities

How we collect the data: handheld equipment and vacuum excavation rig

Preliminary Alternatives

A complete alternative is comprised of both a numbered section and a lettered section (i.e. Alternative 1-G or Alternative 3-A)

The alternatives drawn on this map represent proposed 300' wide right-of-way corridors.



While two lanes are sufficient to effectively carry traffic in this corridor for the foreseeable future, in accordance with its designation as a Statewide Mobility Corridor, INDOT plans to acquire a 300-foot right-of-way for a future four-lane roadway.

RURAL TYPICAL SECTION
DESIGN SPEED - 60 mph

Alternative 3
3 & 4
Alternative 4
Alternative 1
Alternative 2
Alternative 6
Alternative 7
Alternative 5
Alternative F
Alternative D
Alternative G
Alternative E
Alternative A
Alternative B
Alternative C
F & G

NORTH VERNON AIRPORT
ST. ANNES GOLF COURSE
NORTH VERNON INDUSTRY CORP
SELMER STATE FOREST
DAVE O'MARA CONTRACTOR, INC.
LOWES
BERRY MATERIALS ROCK QUARRY
MUSCATATUCK URBAN TRAINING CENTER

Miles
0 0.25 0.5 1 1.5 2

INDIANA DEPARTMENT OF TRANSPORTATION

PARSONS

Public Meeting Sign-in and Comment Forms (9/6/12)

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Ronda Smith Emily Smith	—	1625 E CO Rd 300 N NV IN 47265	812-592-5143 rondac63@yahoo.com
CHARLIE CAMPBELL	—	1300 E PVT RD 350 N, N.V	346-5389 ~~346-~~
Gerald + Joyce Rutan	Deer Creek Campgrounds	47220 115 n. Depot St. Brownstown	216-0748 812-498-3393
Teresa Cooper	—	1012 w. 6th Ave.	346-7980
Robert Wilkinson LINDA Wilkinson	—	3835 N. PVT. RD. 90 E. N. VERNON	812-352-8106
Janet Myers		1030 E. CR 350 N. North Vernon, IN 47265	cmyers@epowerc.net 812-346-3081
RICA ASKEW		680 E CO. RD 350 N North Vernon, IN 47265	raskew@pharmacentra.com 229-938-2079
Jamie Noel		1975 E US Hwy 50 North Vernon In 47265	812-592-5762 812-346-2724
Rosemary Solomon	Deer Creek Campground	5125 Navajo Ct Columbus, IN 47203	solomonrosiee@yahoo.com 812-343-8768
Bryan Solomon	"	"	bryanesolomon@gmail.

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Anita Everman		2275 E. CR. 300N. N.Vernon	everman74@yahoo.com 812-767-6404
Brian White		1155 E CR 300N N. Vernon	812-620-3516
John Ebbing		1690 S. C.R. 800 W. North Vernon IN.	812-523-4442
Kebe Sheets	SHEETS TREE FARM LLC	5679 N Co Rd 200 E OSGOOD, IN 47037	(812) 689-4768
Kevin Beal		3225 N CR 100E North Vern IN 47265	812 592 4135
Terri Sargent		526 Summit ST. N. Vernon, IN 47265	812-346-6276 boilermoose@gmail.com
Sandra Hunt		770 E. 350 N. N. Vernon, IN 47265	812-346-8517 skhunt@cinergymetro.net
Buck Schneider		3625N. Co Rd. 150E N.V. 47265	812 346 55 45 B_T_express@yahoo.com
Clyde E Campbell		2830N. County Rd 350W N.V.	8123463623
J.R. Blackburn		2900 N. 40E	Buck@Hit-inc.com 346-1224

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Ralph Manley	Farm Bureau	3475 E RR 906 N	591-3725
Carolyn S Cline		2410 W. Co Rd 90 E No. Vernon, In	812-346-4550
Robert Willis		755 E. Private Rd 270 N. No. Vernon	812-767-1696
Mac Calhoun		485 W CR 250 N	350-4393
Sherry Grimes		Deer Creek Campground	sherryagrimes@gmail.com
Rob Grimes	Deer Creek Campground		RobLGrimes@gmail.com
Tom W. Young	DEER CREEK CAMPGROUND	4634 W. Co. Rd. 900 S.	
Kathy L. Brown		3960 N 75 W N.V.	812-614-6668
Cathy Reed		2715 N CR 275 E	812-592-6704
Penny Ferguson		2460 N - Co Rd 175 E	812-346-5635

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
RICHARD BECKMAN		2835 E Hwy 50 North Vernon	812-346-6892
JOHN O'ILLON		1160 E US HWY 50 N. VERNON	812-592-9958
JAMES H COLLETT		1180 E US HWY 50 N. VERNON	812-8352-7294
Wilma Daniels		PO Box 176 Whitelad	
Brad Daniels		PO Box 176 In	
Margery E Simmons		325-W. Co. Rd. 250 N. no Vernon	812-346-3768
James R. Bird		3095 E Co Rd 200N W. Vernon	812 458-6403
Joseph Doran, Jr.		2030 N CR 20 W	812 346 5991 manager@ihlstore.com
Connie Young		965 E. CO. Rd. 190 N.	812-592-5003
Dixie Franklin		379N CO Rd 950 W Dalton, In. 47023	812-689-6847

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Wayne Dennehy Jr.		2810 N. Co. Rd. 175E North Vernon	1-812-592-5951
Diana Gee		4605E CR200 N, North Vernon	geefarm@frontier.com 8124586523
Elizabeth Warner	Deer Creek Campground	7001 S. 400 W Columbus, In 47201	812-342-1017
Richard Warner	Deer Creek Campground	7001 S. 400 W Columbus, In 47201	812-342-1017
Sheila Calhoun	Calhoun Farms INC	485 West C.R. 250N-N.V	812-346-3520
Sandra Bussell		1905 N CR 75 E N V	346-5193
William Bussell		1905 N CR 75 E NV	346-5193
Marshall Ray		3076 State Road 227 South Richmond, IN 47374	1-765-966-6066 JMURRAY@FRONTIER.COM
Julia Kehrt		6895 W. Co. Rd. 20 S. N. Vernon. In 47265	
Margie Bo...	For Albert Ritchie	5850 W CR 600 S Commiskey IN 47227	812-718-6657

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
ROBERT S. CREECH		4732 MONTEREY DR, COLUMBUS IN 47203	ZZ-QUE @ COMCAST.NET
Thomas Lusk		P.O. BOX 321 NORTH VERNON, IN 47265	812-343-4497
Mary Lusk		"	"
BOB JONES	BOB JONES SALVAGE	2020 N. COUNTY ROAD 75 E NORTH VERNON 47265	BJSI @ TOAST.NET 812-346-5525
Dennis & Teresa Gholson		2720 N. CO Rd 90 E. N. Vernon IN 47265	tgholson65@gmail.com 592-0555 ; 592-0500
George E Simmons Norma Kristie		600 S. Walnut St. Seymour	812-522 8378 " " "
Naomi Riley		1480 E County Rd. 200N North Vernon In 47265	812-346-4677
Dennis Franklin	Deer Creek Campground	379 N CO Rd 950W Holton, IN 47023 505 E Private Rd) N. Vernon	812-756-2592
Mary Redmond		2130 N. City. Rd 90E North Vernon	812-352-9211
Don Biehle	SEPAC	3145 NCR 360E North Vernon IN 47265	812-592-8426

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Jeff Gee	Metaldyne	3100 North St Hwy #3 North Vernon IN 47265	Jeffgee@metaldyne.com 812-346-0363
Erma Campbell		1170 E Co. Rd. 25N N. Vernon, IN 47265	812-352-4182
Jan Boran	Deer Creek Campground	402 Lee Blvd, Seymour 47274	jan-shonda@energymetro.net
Larry Fagerstrom	Mute		
Tom Hall/Assembly		440 S Main Dr NV.	
Betty Creech		715 E Pr 235 N. N.V.	bcreech@seidata.com
Joe & Dympna Doran		757 N. State St NV.	346-4894
Raymond Richart		4395 N. Con RD 150 E	812-346-5016
Deborah K. Ross		2745 No. Co. Rd. 275E	812-871-0348
Timothy W. Ross		2745 No. Co. Rd. 275 E.	812-767-6636

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Barry Kurtz	Eagle Fleet	585 Erick Ln	
Harold Stone		2920 N CR 20 W,	
Jim Gobin	MUTC	348 Charter Blvd 5124 Madison Ave, Indianapolis, IN	812 526 1553
Richard Gibson	Deer Creek Campground	~~50~~ North Vernon	812-663-7887
Linda Gibson	Deer Creek Campground	North Vernon	812-663-7887
Kenny Gambrell	Deer Creek Campground	North Vernon	812-820-0163
Art Smith	~~Deer Creek~~ Campground	North Vernon	812-767-7463
Kathy Maschino	2355 N City Rd 90E	North Vernon	812-346-1683 812-346-6910
Wm. Maschino	2355 N Vernon Rd 90E	North Vernon	612-592-5669
Kevin Miller		2440 E CR 300N	~~Kevin~~ 812-592-0695

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Gary Nolker		280 W. CoRd 260 N. N.V. 47265 IN.	346-3216
Charlene Melton		PO Box 353 Vernon 47282	592-5358
Rosey Lutz		3555 N. Put Rd. 90 E. N.V.	346-2212
HELEN STAMPER		1890 N CR 110 E, NV	592-2613
Tom Tyler		1840 N. CR. 110 E N.V.	592-3324
Karen Tucker		2225 E. US 50 N.V.	592-6674
Ron Stevenson		2355 E US 50 NV	592-4191
Don Miller		1155 N. Lakeview Dr N.V.	djmiller217@yahoo.com 812-525-8756
Mary Biddle		3585 E US Hwy 50 NV	mary biddle 500@gmail 859-492-3733
JERRY AND MARY LANE		932 SYCAMORE ST, COLUMBUS, IN	812-372-5065

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
SHIRLEY HILL	Retired	Deer Creek Campground 505 E Private R 250 N	812-343-6511
John Morton		640 E. CR 350 N	812-767-1232
Kathy Morton		"	"
JOHN KUNTZ		2080 N. CO Rd 280 E	812-592-2312
Joy Wilson		P.O. Box 1092 N.V. IN 47265	812-525-7407
Dwayne Wright		"	812-592-9235
John & KARE BRANHAM		1113 W County Rd 350 N N.V.	812 592-1416 cell 812-346-1885 Hm
Robert DeCamp		1170 E Private Rd 350 N North Vernon IN 47265	812-346-6505 cell 812 592-7003
Charles & Cynthia Speer		2060 N. Co Rd 175 E North Vernon, IN 47265	Cindyspeer@hotmail.com 812 346-6934
Frank Bichle		2795 N Co Rd 175 E North Vernon, IN 47265	812 346-4735

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
MALINDA BOTT		750 E US Hwy 50 North Vernon IN 47265	812 346-5057
Susan Myers		895 N County Rd 25 E No Vernon	susanlemyers@yahoo.com 346-8226
Paul Belding		35 N. Private Rd 375 W. North Vernon, IN 47265	Geneva belding @yahoo.com
Geneva Belding		Same As Above	Same As Above
Jeff + Annie Jones		2530 N. C Rd. 90 E North Vernon IN 47265	592-2496
Kathy Woods		2745 E Hwy 50 North Vernon IN 47265	812-767-3335 Kwoods@SEIDATA.com
George Rodelli		11508 Hartford Lane Fishers, IN 46038	george.podgy1H@gmail.com
Betty Ruten		1170 E 450 N. Ind.	812-342-6551
Bill Ruten		1170 E 450 N Ind.	812-342-6551

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Chris & Darlene Burnett		720 E. Co Rd. 350N. N. Vernon 47265	812-346-6781 bikersdepotnv@yahoo.com
Jess A. Lowe		1445 E Co Rd 300 N NV	
Mary Kilgore		5050 N. Marquise Dr NV	812-592-6974 maryhelenkilgore@yahoo.com
Mark & Connie (Thomas) Simmons	Cedar Knoll Farm	2560 N CR 20 W, N.V.	812-767-5056 clthomas@stvincent.org

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Ann Sargent		75E PR 235 N North Vernon	
Mrs Harold Stone		2920 No. County Rd 20W N Vernon	STONERSMETALS@gmail.com 812.346.8751
Kurt Hunt		770 E CR 350 N	346-6517
TRACY Thompson		2175 N. Base Road	592 3003
BRUCE Dailey		1922 GILMORE ST COLUMBUS IND.	(812) 344-0995

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
CHRIS ERTEL	EDC NVRC	420 MARGARET ST N.V.	
Amy Thompson		2170 N. BASE Rd N. Vernon	812-592-1918 Amygwinthompson@gmail.com
Gloria Robbins	School Board C21 / A Arnold Mary	2470 N. Hwy 7 North Vernon, IN	812-525-1071 glona5524@aol.com
Pat Dailey	DEER CREEK Campground	1922 Gilmore St Col. In	deedotes@yahoo.com 812-343-4819

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
MARK LYNCH	DEER CREEK CAMPGROUND	505E Private Rd N. North Veron, IN	MLLYNCH99@GMAIL.com 317-502-5827
Lori Lynch	Deer Creek Campground	505 E Private Rd N. North Vernon, IN	Lsquared99@gmail.com 3175014081
Beverly Calhoun	Deer Creek Campground	155E 650N Edinburg In 46124	morberson155@ ComCast.Net
Standly Calhoun	Deer Creek Campground	Edinburgh In 46124	812-343-8369

Please Print

NAME	ORGANIZATION (if relevant)	STREET ADDRESS (please include full mailing address)	E-MAIL & PHONE NUMBER
Logyn Smith	Deer Creek Campground	105 Lincoln Avenue North Vernon	Logyn44@gmail.com
Don Littrell		4610 West 600 South Commiskey 47227	donl@daveomara.com
Shawn Lindley		1330 E. Pr. Rd. 350N, North Vernon IN, 47265	Shawn.Lindley@live.com

Public Information Meeting

COMMENT FORM

Name: Mark + Connie (Thomas) Simmons	
Organization: Cedar Knoll Farm Inc.	
Address: 2560 N CR 20 W	
City: North Vernon	State / Zip: In 47265
Phone: 812-767-5056	E-mail: clthomas@stvincent.org

Please provide comments below or on the map on the back of this form.

- Heavy bat population in pasture area and adjoining woods to the north of our farm.
- Concerned about traffic impact on patients entering and exiting drive.
- Concerned about excessive speeding of persons using CR 20 W already
- Concerned about loss of pasture for horses used for therapy.

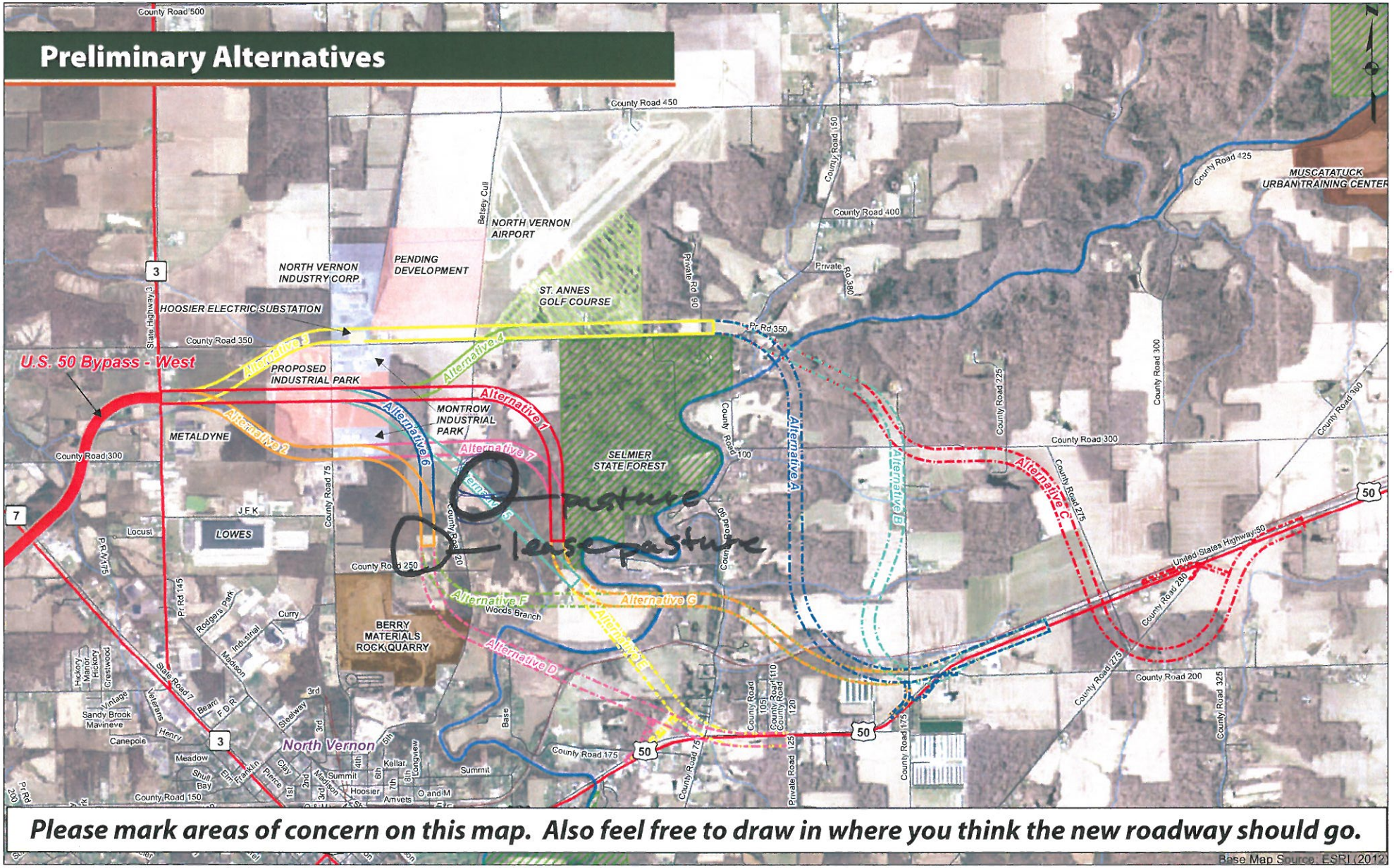
Cedar Knoll Farm used/uses horses for physical therapy for patients. A new building is currently being built for office and therapy space.

- Loss of pasture could cause ~~use~~ us to move elsewhere out of county – a great loss to the Community. (Reins to Recovery offers recreational riding, Cedar Knoll Farm offers physical therapy with a MD prescription.)

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: JOHN O DILLON	
Organization:	
Address: 1160 E US HWY 50	
City: NORTH VERNON	State / Zip: 47265
Phone: 812-953-3056	E-mail:

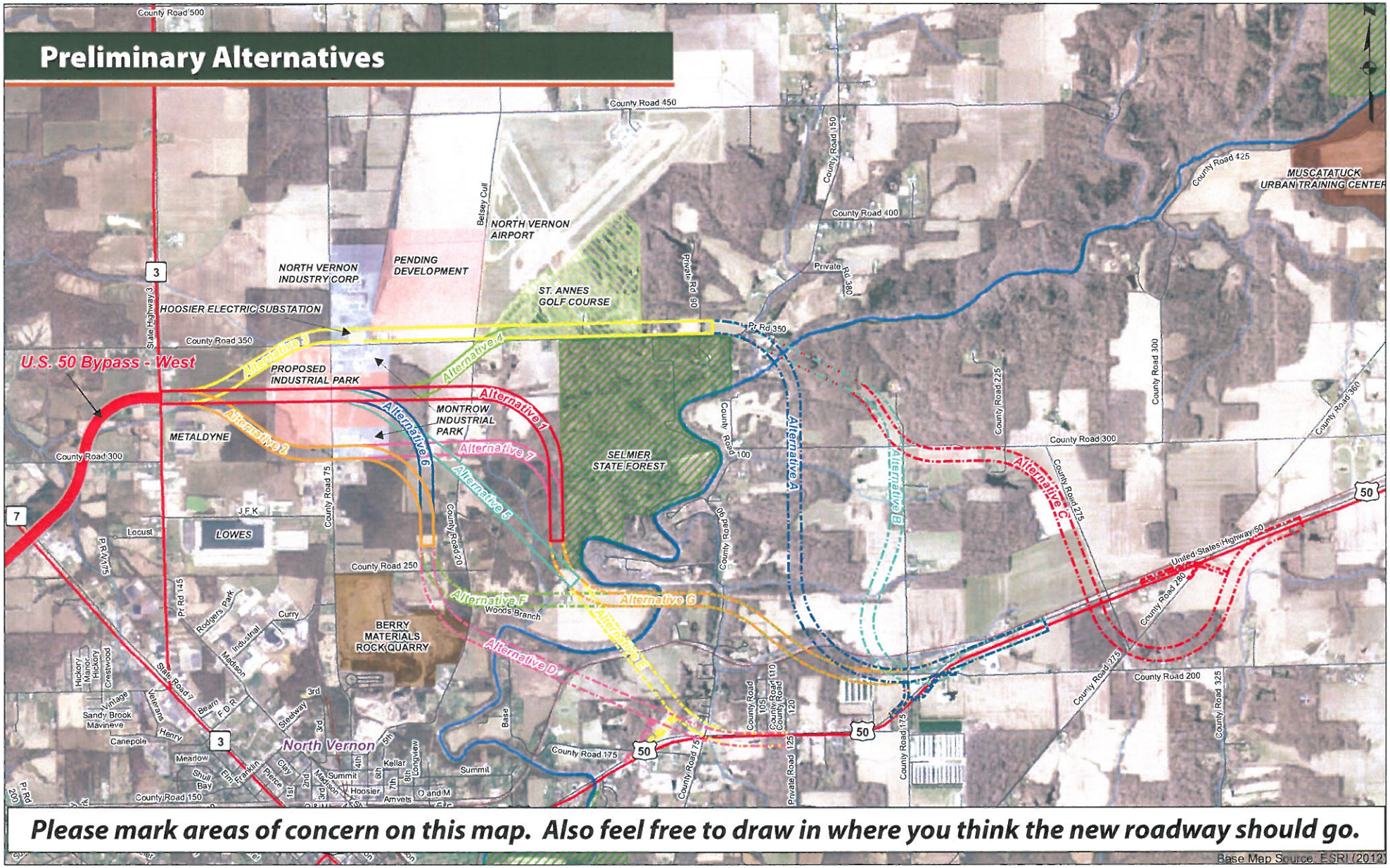
Please provide comments below or on the map on the back of this form.

IF YOU USE DOE YOU WILL BE CLOSE TO MY HOME AND WHAT OPSHIONS DO I HAVE ABOUT MOVING RESIDENCE BACK ON PROPERTY

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: JAMES COLLETT	
Organization:	
Address: 1180 E US HWY 50	
City: NORTH VERNON	State / Zip: 47265
Phone: 812-357-2294	E-mail: JAMESHCOLLETT@YAHOO.COM

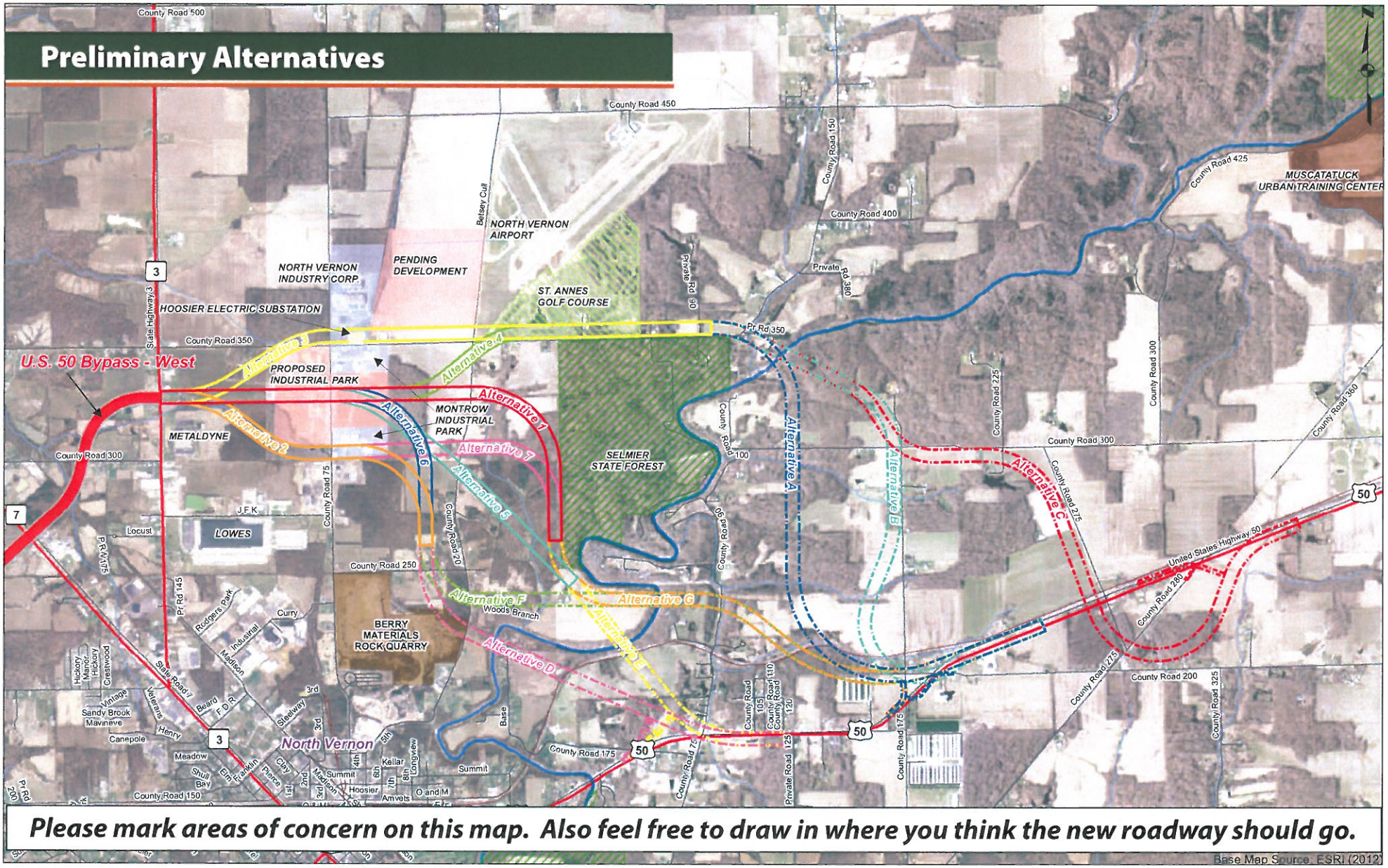
Please provide comments below or on the map on the back of this form.

IF YOU USE ALTERNATIVE D OR E HOW MUCH OF MY LAND WILL YOU TAKE IF MY HOME IS TO CLOSE TO ROAD WHAT ARE MY OPSHIONS.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: ROBERT S. CREECH	
Organization: MOORS BRANCH FARM	
Address: 4732 MONTEREY DR.	
City: COLUMBUS, IN	State / Zip: IN 47203
Phone: 375-0014	E-mail: ZZ-QUE@COMCAST.NET

Please provide comments below or on the map on the back of this form.

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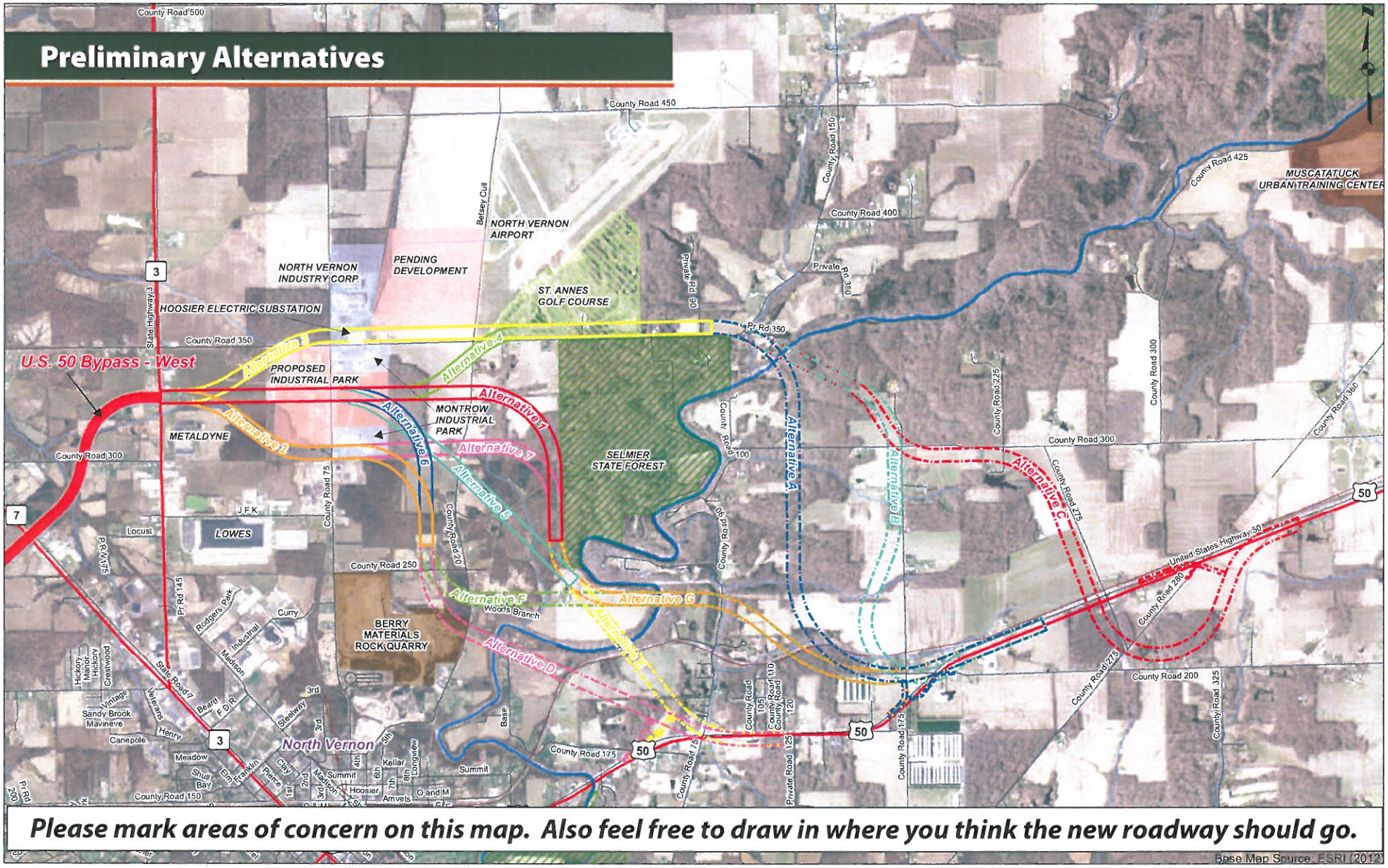
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

ALTERNATIVES 1, 2, 5, 6, 7 WOULD (WILL BE OVER TIME) DISASTEROUS TO THE CITY'S WATER SUPPLY, A BAD SPILL COULD NOT BE EASILY CONTAINED.

Public Information Meeting

COMMENT FORM

Name: Lori Lynch	
Organization: Deer Creek Campground	
Address: 505 E Private Rd	
City: North Vernon, IN	State / Zip: IN 47023
Phone: 3175014081	E-mail: Lsquared99@gmail.com

Please provide comments below or on the map on the back of this form.

As a member of Deer Creek Campground, I'd like to voice my opinion of the routes proposed for Route 50 alternate. Several of the routes will adversely affect our campground & the owners of the campground. The routes that will run thru the campground &/or the ~~Co~~ owners' home will affect people, wildlife, environment, etc. Deer Creek is a family that supports each other as well as promotes the environment & outdoor activities for adults & children. There are many of us that have come together at Deer Creek over the years & have grown into a family. We would like to preserve our family as well as the wildlife & environment. We'd also like to support Bill & Kathy Maschino in every way. Please choose alt Route 3 & 4 or any thing that does NOT impact Campground or the Maschinos.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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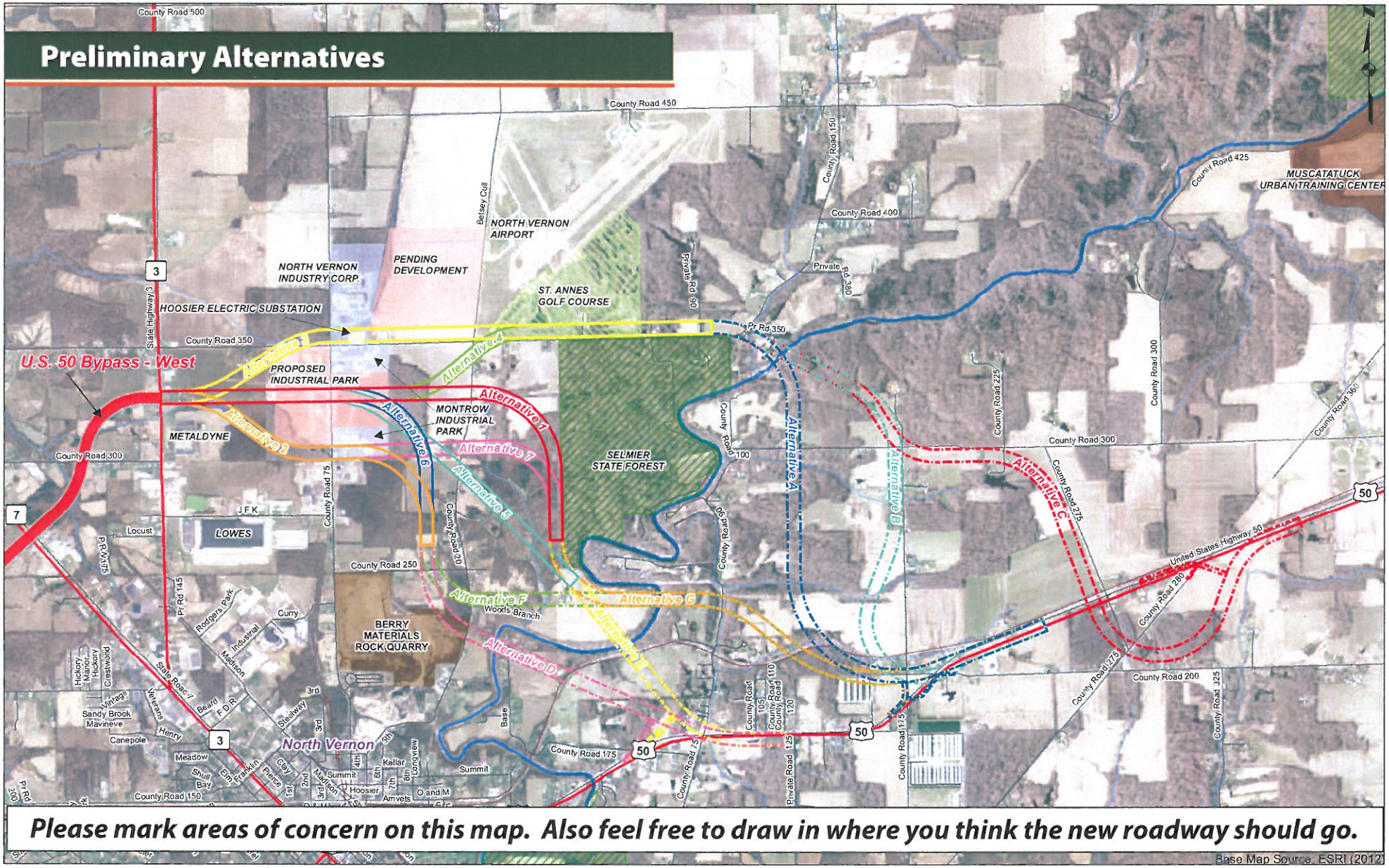
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Kenny Gambrell	
Organization: Deer Camp Campground	
Address: 505 E Private Rd	
City: North Vernon	State / Zip: 47023
Phone: 812 820-0163	E-mail:

Please provide comments below or on the map on the back of this form.

Alternate 3 or 4 would be the best choice for the city of North Vernon thats what I would recommend. The other choices would effect to many peoples lives-

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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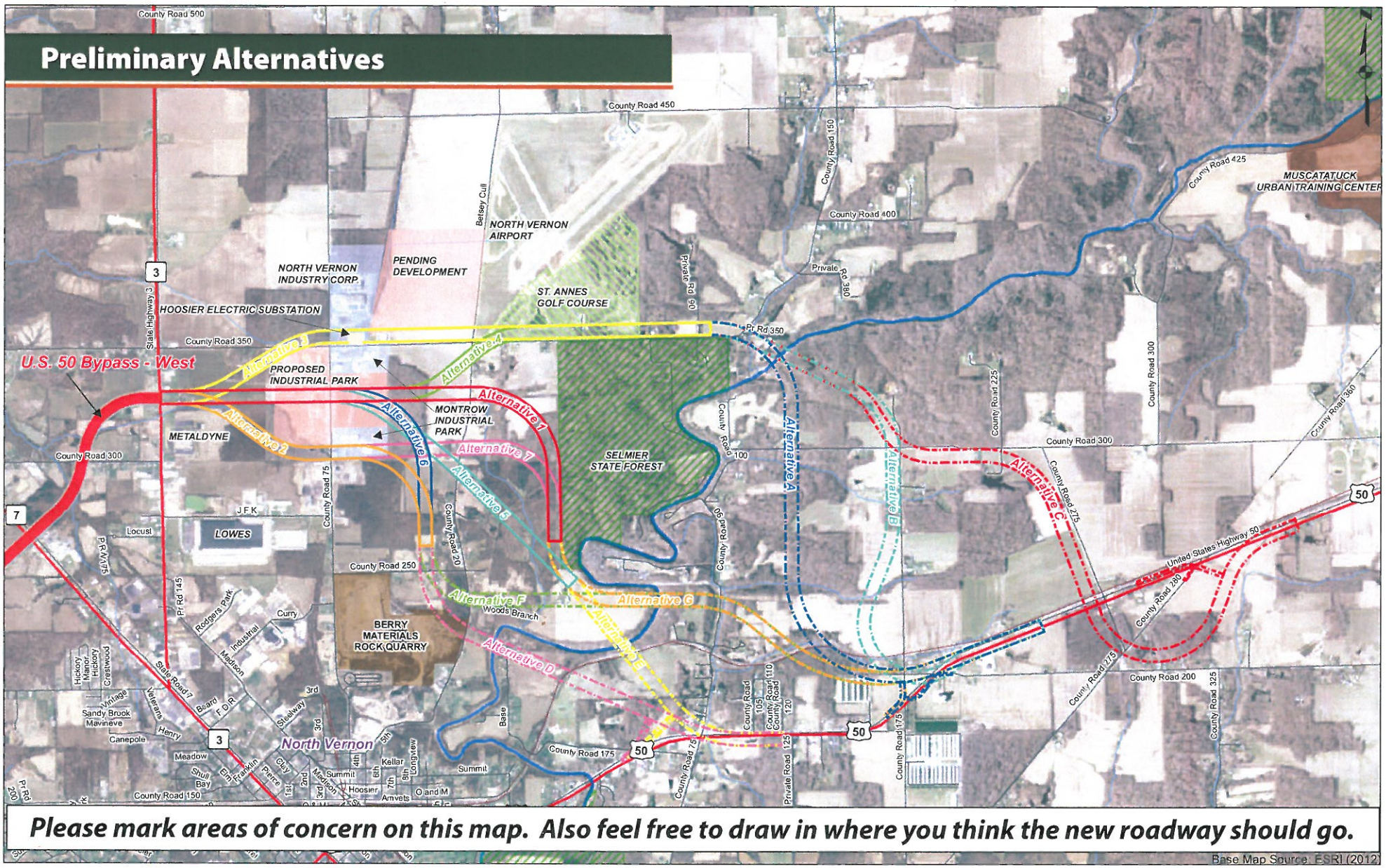
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

Preliminary Alternatives



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Dixie Franklin	
Organization: Deer Creek Campground N.V.	
Address: 379 N. County Rd. 950W	
City: Holton	State / Zip: IN. 47023
Phone: 812-689-0847	E-mail:

Please provide comments below or on the map on the back of this form.

As a long term member of Deer Creek Campground, I am greatly concerned of the routes that are adjacent to the Campground. Mainly, All Alternate routes that originate from Route 5. The owners of the property, Bill & Kathy Maschino, will potentially lose their new home. If that were to happen, the support they provide would be lost due to the proximity to the campers year-round.

I greatly support Routes 3 & 4. I feel these are the best to meet the goal of allowing traffic to flow more easily, as well as, displace the fewest property owners. Please don't use ~~Alternative~~ Alternative 5 & F, & G. This is our home!

Dixie Franklin
Deer Creek Campground
Lot # A-1

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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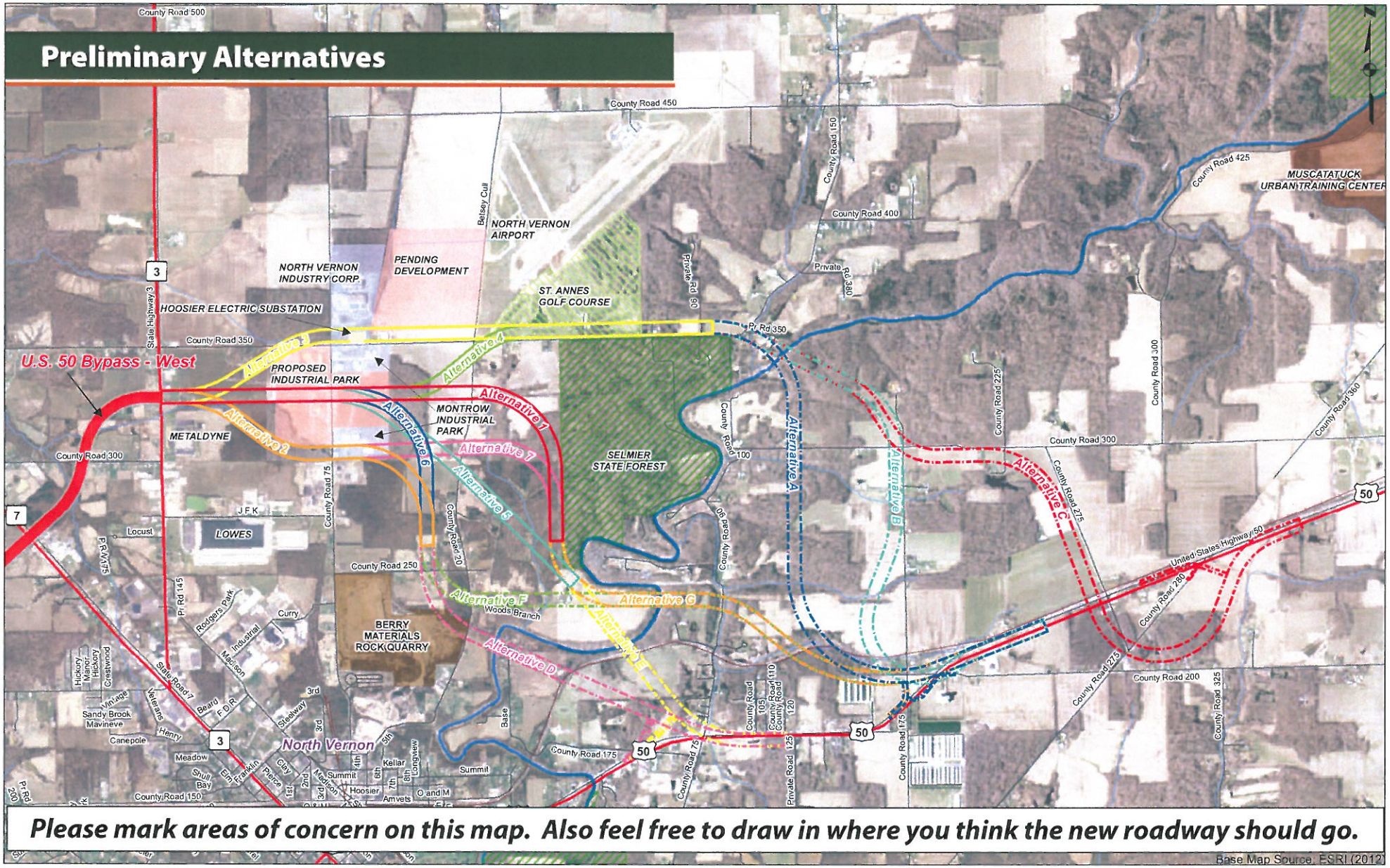
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Dennis Franklin	
Organization: Deer Creek Campground North Vernon, IN	
Address: 379 N. Co Rd 950 W	
City: Holton	State / Zip: IN 47023
Phone: 812-756-2592	E-mail: dnfrank@yahoo.com

Please provide comments below or on the map on the back of this form.

We have camped at Deer Creek Campground for over 7 years, with a permanent site, & several thousand $ invested. I would very much appreciate not using Alt 6 or E, due to noise & Auto pollution it would create. For with a Hwy being in this area. Not to mention, it would do away with Deer Creek owner (Bill & Cathy Maschio's New Home. If this happens, in all likelyhood the campground would be closed to Hundreds of people from many areas of IN, & OH.

Note these campers all help run the City of North Vernon with revenue. They buy gas, groceries, eat at restaurants, shop Wal Mart & other stores.

There are many people that have as much money invested in their campsites, as some people have in their homes.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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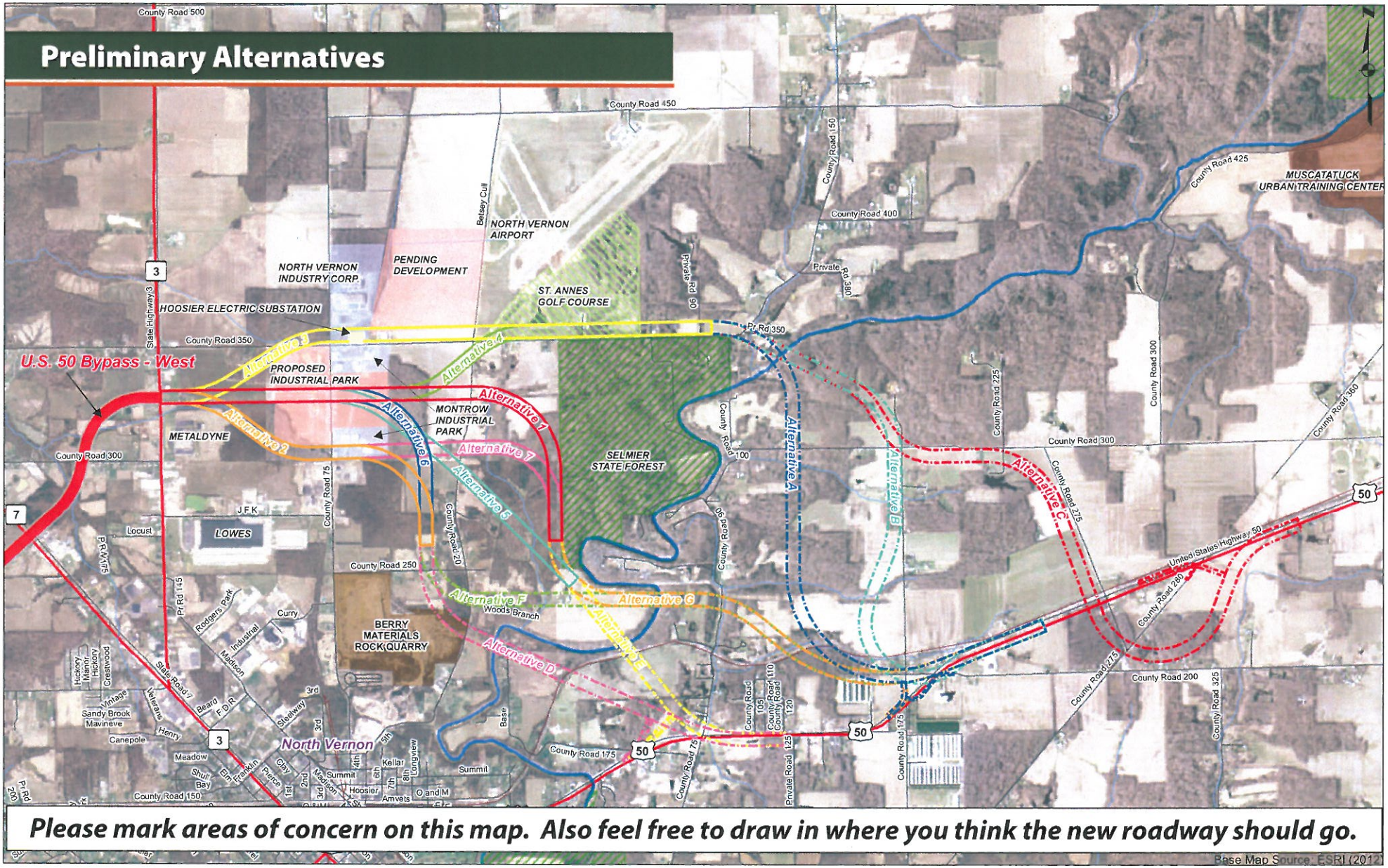
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

Thank You
Ennis



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: MARK LYNCH	
Organization: DEER CREEK CAMPGROUND	
Address: 505 E. Private Rd.	
City: NORTH VERNON	State / Zip: IN
Phone: 317-502-5827	E-mail: MLLYNCH@GMAIL.com

Please provide comments below or on the map on the back of this form.

I have camped at DEER CREEK CAMPGROUND FOR 5 years on a permanent campsite. The peaceful tranquility and wildlife that are a vital part of this campground would be adversely affected by several of the alternative routes. There are over 100 permanent sites in this campground, which is owned by Mr. + Mrs. Bill Maschino. To avoid destroying their recently built home and negatively affecting their business of running the campground, the best choices would be Alternative 3 or 4 leading into Alternatives A, B, or C.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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Phone: (317) 616-1017
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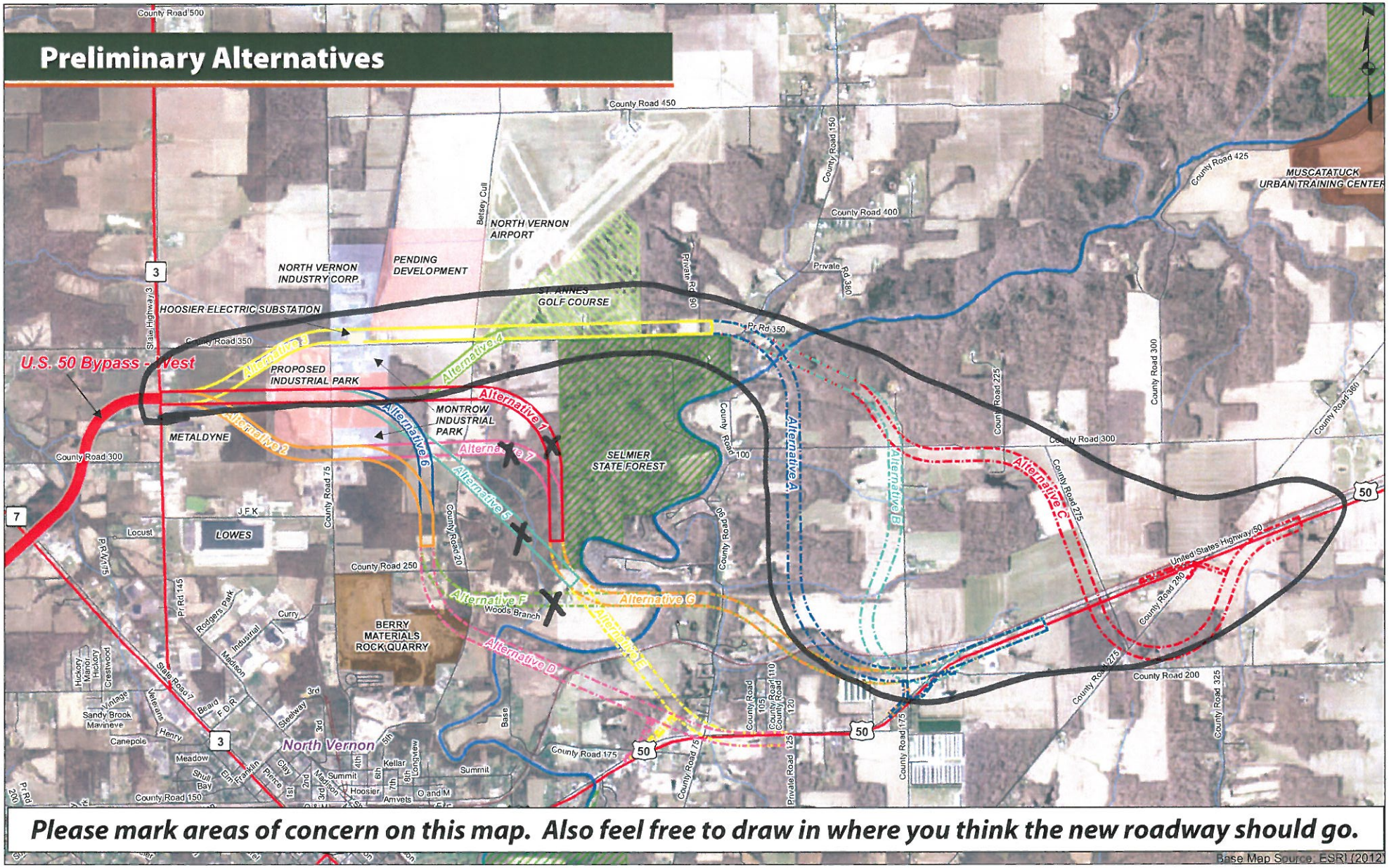

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Logyn Smith	
Organization: Beer Creek campground	
Address: 505 East Privet Road	
City:	State / Zip:
Phone:	E-mail:

Please provide comments below or on the map on the back of this form.

Ive Been going to the camp ground my hole live please dont take it away thise is my past present and furcher. If you take my camp Grday I will never ever be happy eger

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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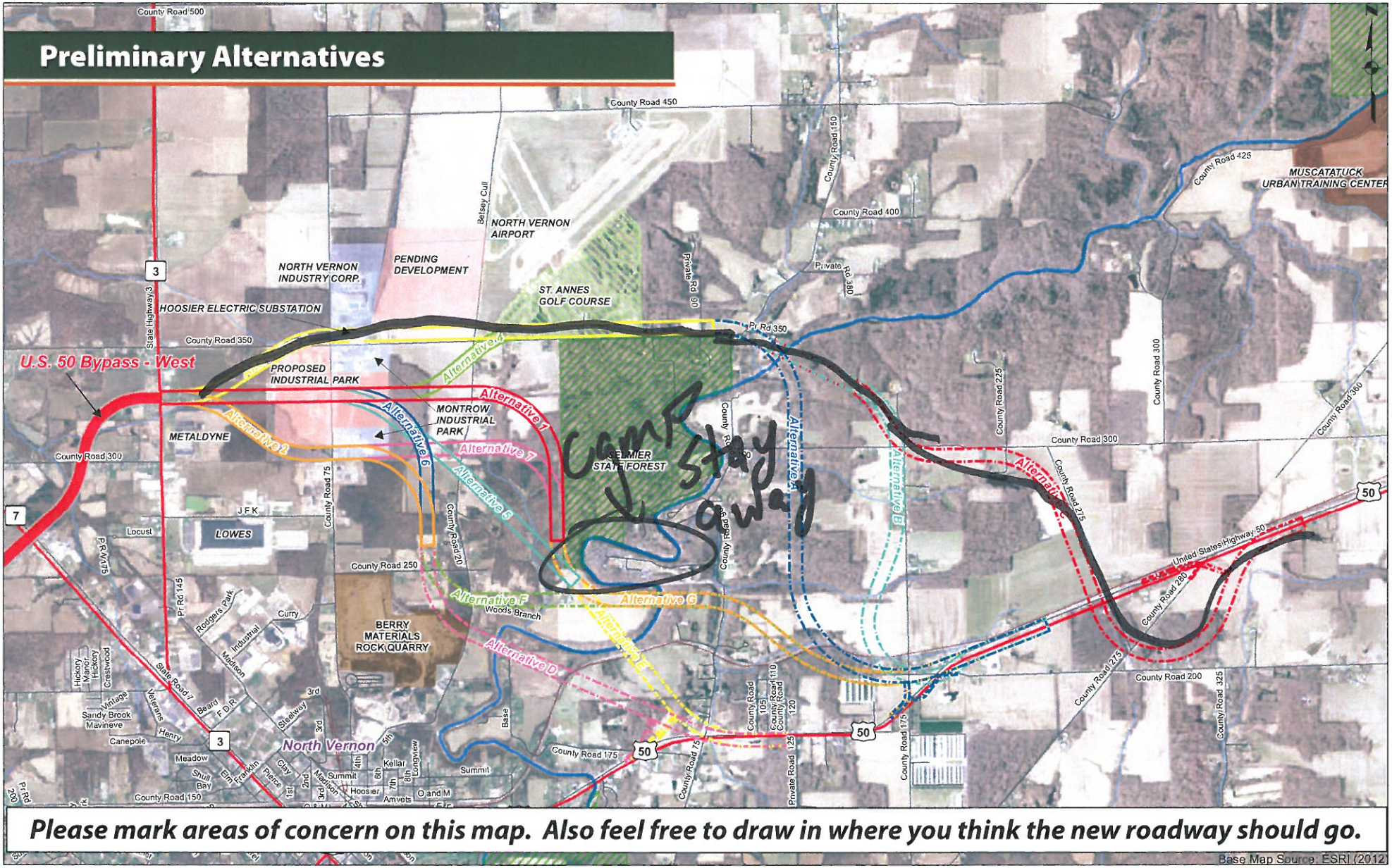
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Please provide comments below.

Public Information Meeting

COMMENT FORM

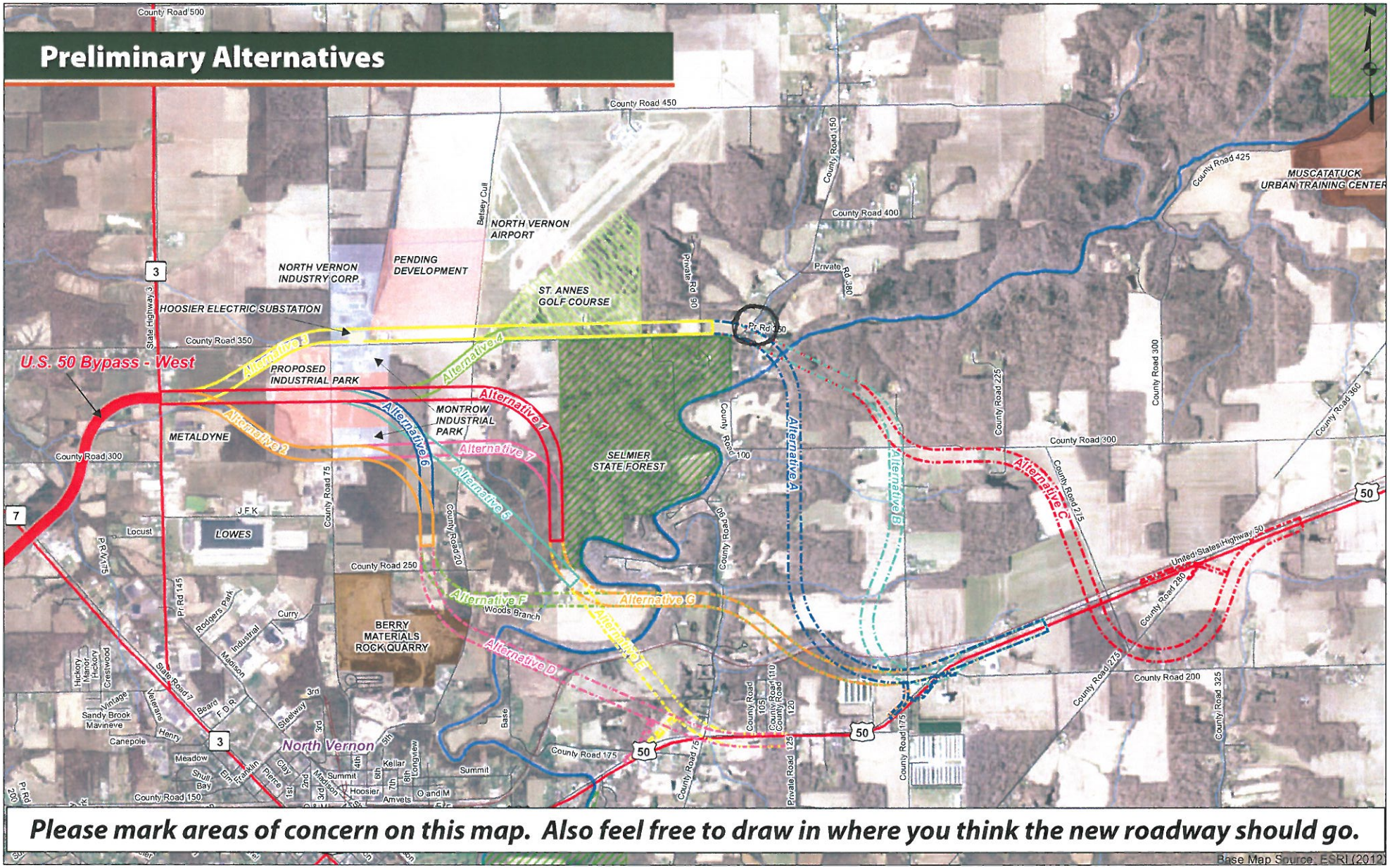
Name: RAYMOND RICHART	
Organization:	
Address: 4395 N. CO. RD 150 E	
City: NORTH VERNON	State / Zip: IN 47265
Phone:	E-mail:

Please provide comments below or on the map on the back of this form.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

WHERE 350 TURNS INTO 150 E How People in THAT AREA will get OUT.

Public Information Meeting

COMMENT FORM

Name: Elizabeth WARNER	
Organization: Deercreek Campground	
Address: 7001 S. 400 W.	
City: Columbus IN. 47201	State / Zip: 47201
Phone: 812-342-1017	E-mail:

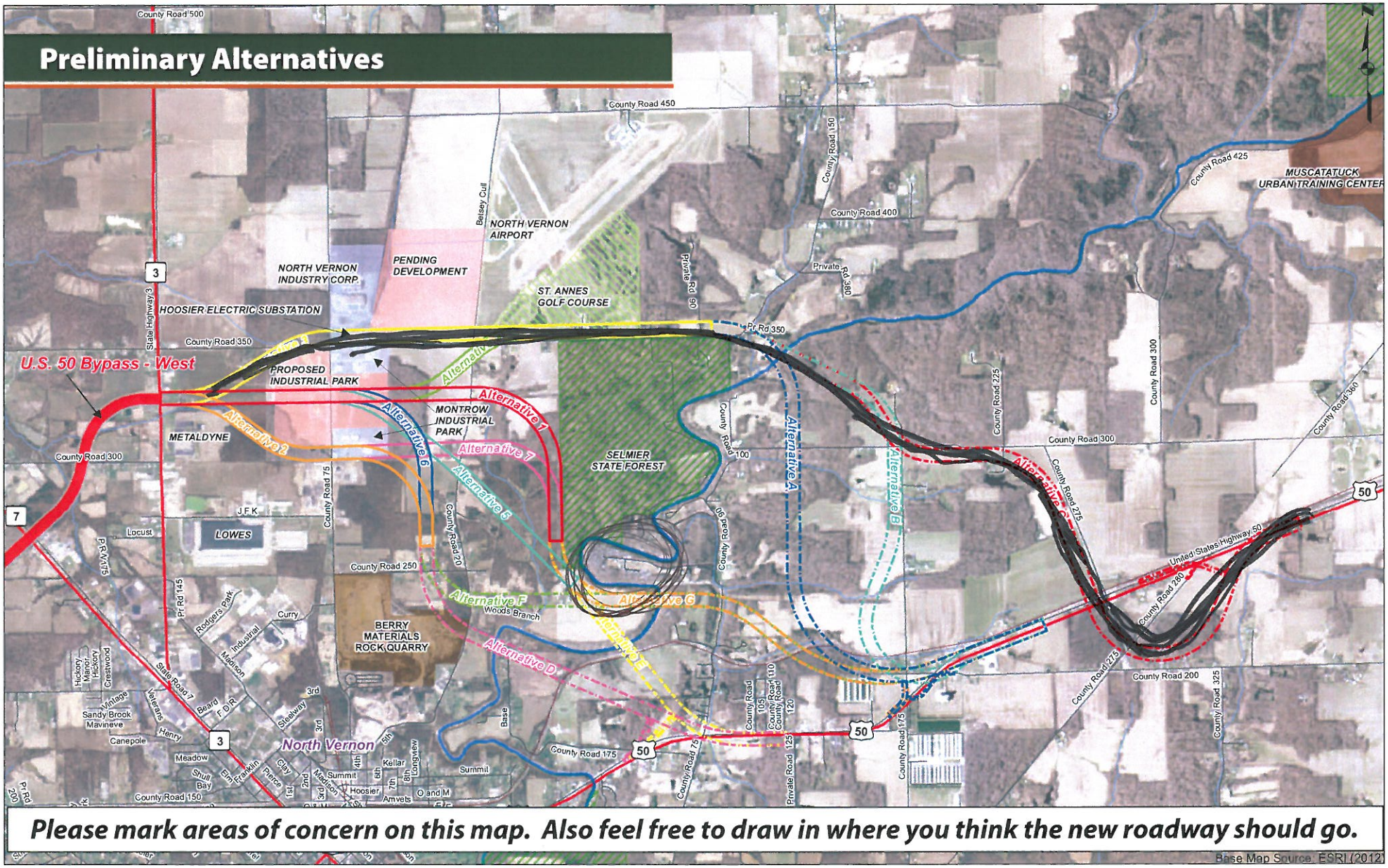
Please provide comments below or on the map on the back of this form.

I live in Columbus and Camp at Deercreek Campground every weekend in the seven months of Camping Season. This is my home away from home. I am at the meeting tonight to ask that you take the highway away from my summer home. I am at retirement age + I look forward every summer for Camping Season, We don't just camp we have activities of enjoyment every weekend Camp Cook-outs

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

We are here to represent Deercreek Campground

Public Information Meeting

COMMENT FORM

Name: RICHARD L. WARNER.	
Organization:	
Address: 7001 S - 400 W	
City: COLUMBUS.	State / Zip: IN 47201.
Phone: 812 342 1017.	E-mail:

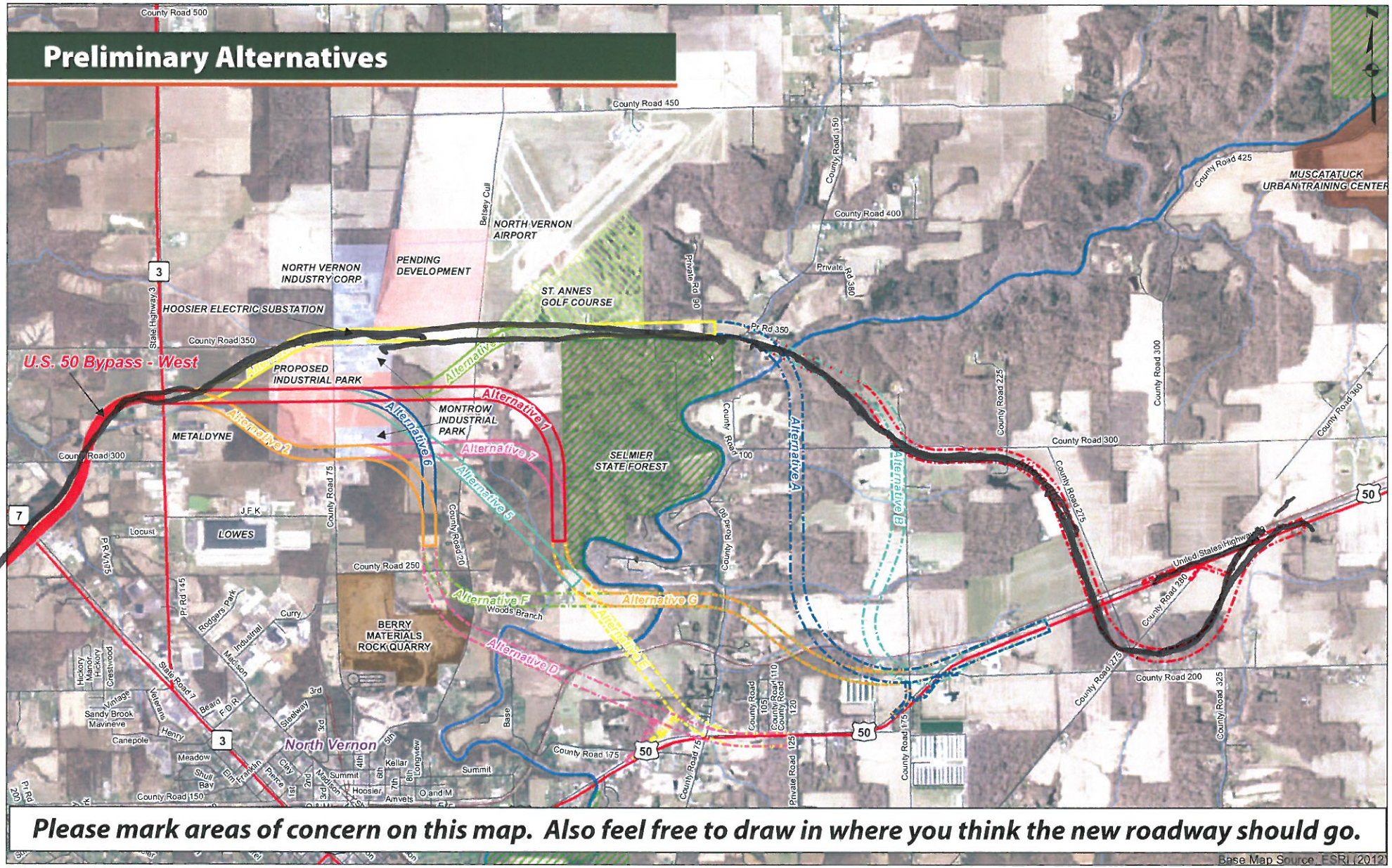
Please provide comments below or on the map on the back of this form.

I Camp At Deercreek Campground for seven months of summer. Camping is my summer enjoyment

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Bill Bussell	
Organization:	
Address: 1905 N. Co. Rd. 75 E,	
City: North Vernon, Ind.	State / Zip: 47265
Phone: 812-346-5193	E-mail: billbossell@frontier.com

Please provide comments below or on the map on the back of this form.

My first choice is C.
My second choice is A or B,

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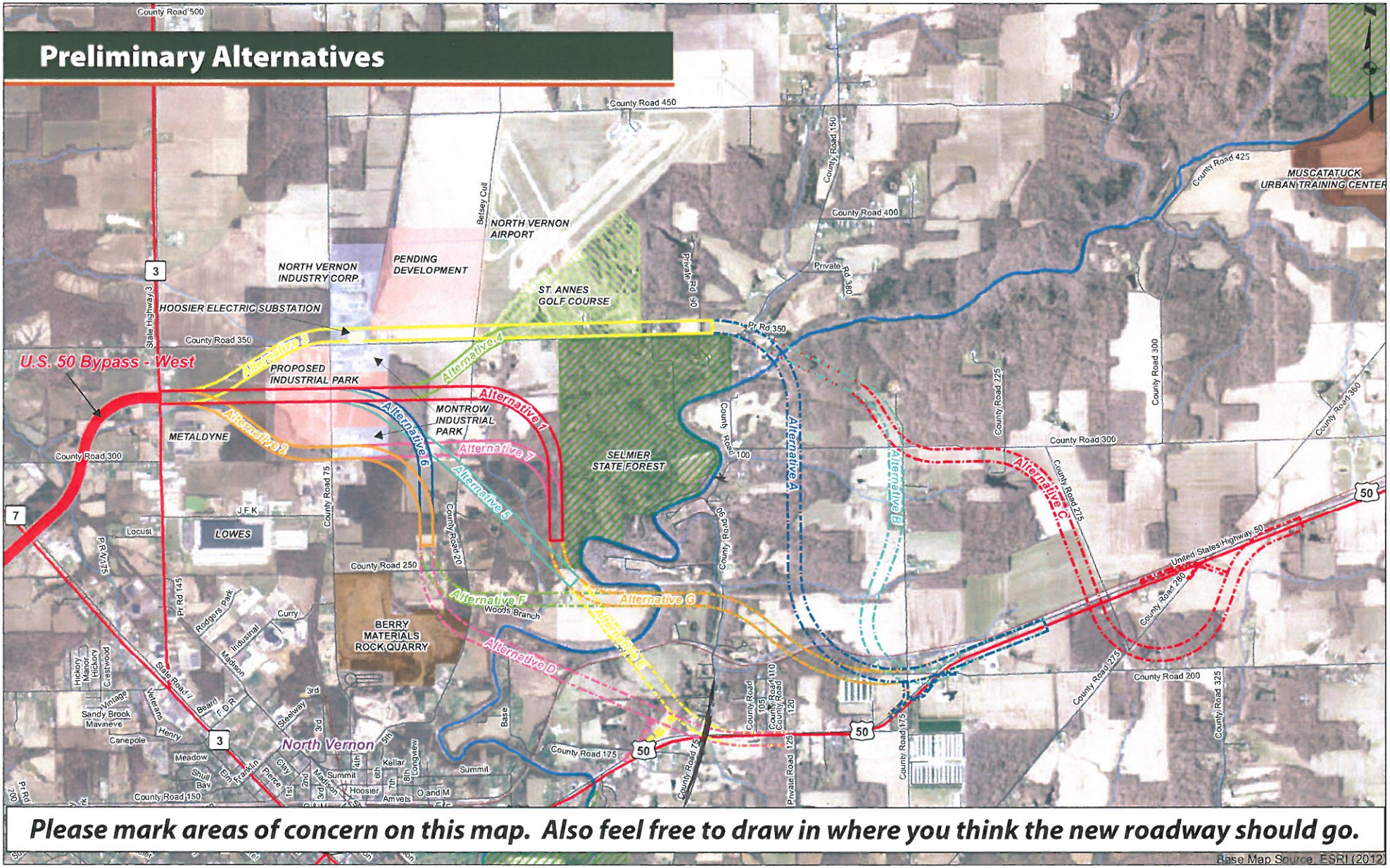

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Margie Bowling	
Organization:	
Address: 5850 W CR 600S	
City: Commiskey	State / Zip: IN 47227
Phone: 812-718-6457	E-mail:

Please provide comments below or on the map on the back of this form.

I am Power of Att. for Albert Litchia his house is on 175 Please contact me on any offers on his house.

Thanks
Margie Bowling

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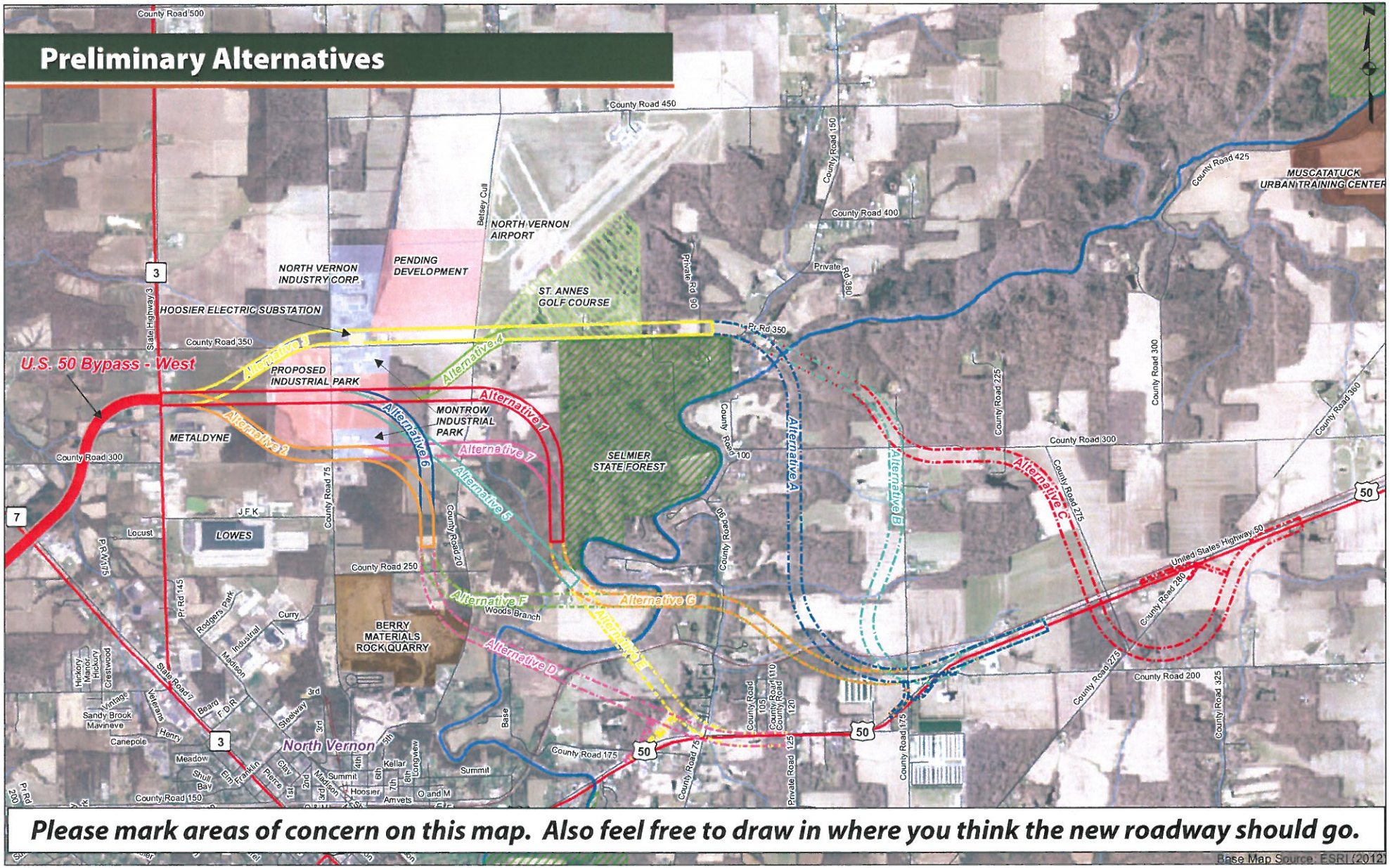

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name:	
Organization:	
Address:	
City:	State / Zip:
Phone:	E-mail:

Please provide comments below or on the map on the back of this form.

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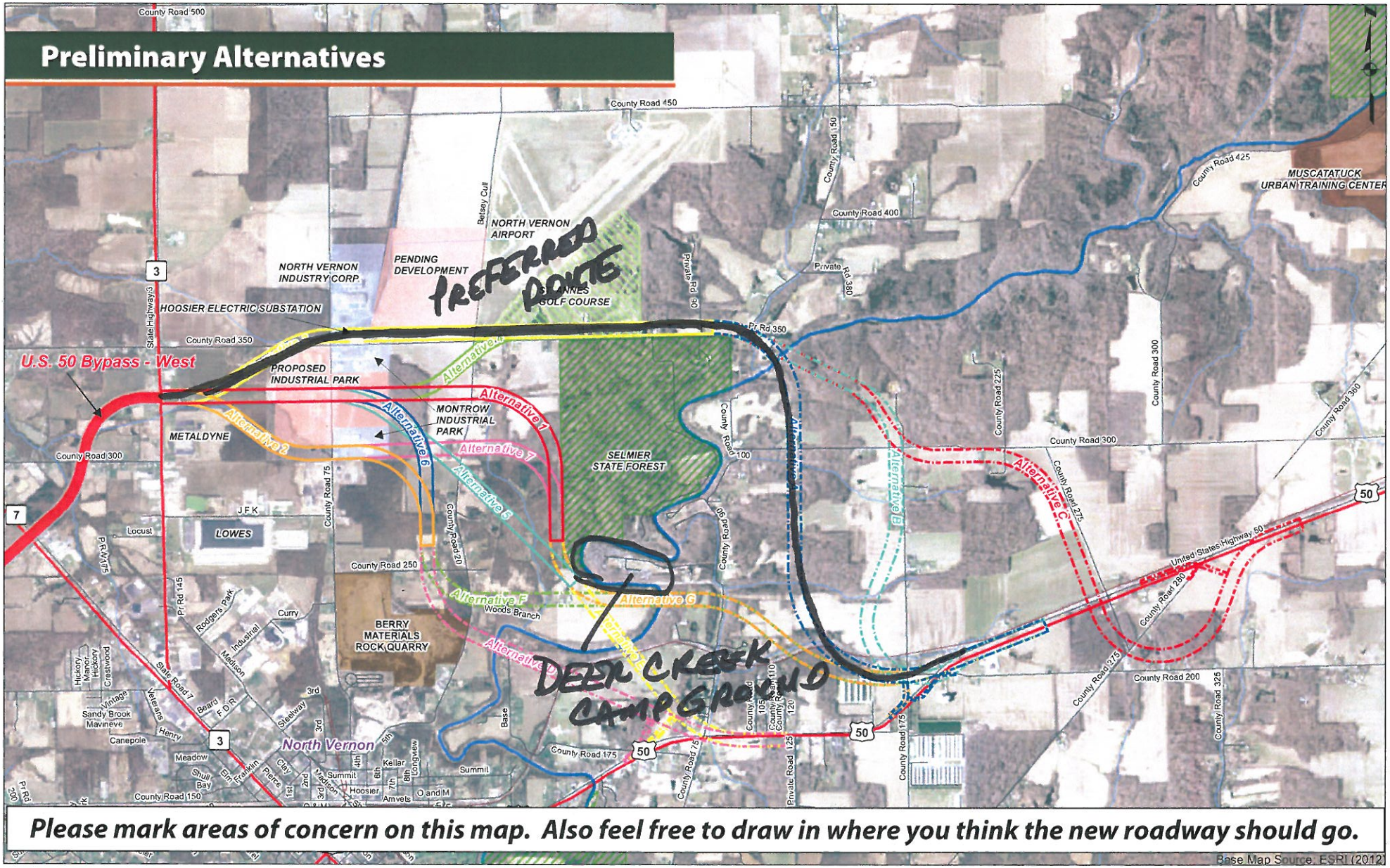

Please provide comments below.

WE HAVE OVER +100 CAMP SITES, PLEASE CONSIDER THE PREFERRED ROUTE AS INDICATED ABOVE. WITH APPROXIMATELY 150-200 PEOPLE IN OUR CAMP - WE PROVIDE A CONSIDERABLE FINANCIAL INFLUENCE FOR THE CITY OF NORTH VERNON. ALTERNATE 1+7+5 E+F+G WOULD NEGATIVELY IMPACT OUR CAMP SITE. THANK YOU - RICHARD GIBSON 812-663-7887

Public Information Meeting

COMMENT FORM

Name: Rosey Lutz and Bob & Linda Wilkinson	
Organization: owners	
Address: 3555 N. Pvt. Rd 90 E.	
City: North Vernon, IN	State / Zip: 47265
Phone: 812-346-2212	E-mail:

Please provide comments below or on the map on the back of this form.

We Feel that Alt. 1 would serve the best purpose for the by pass 50.

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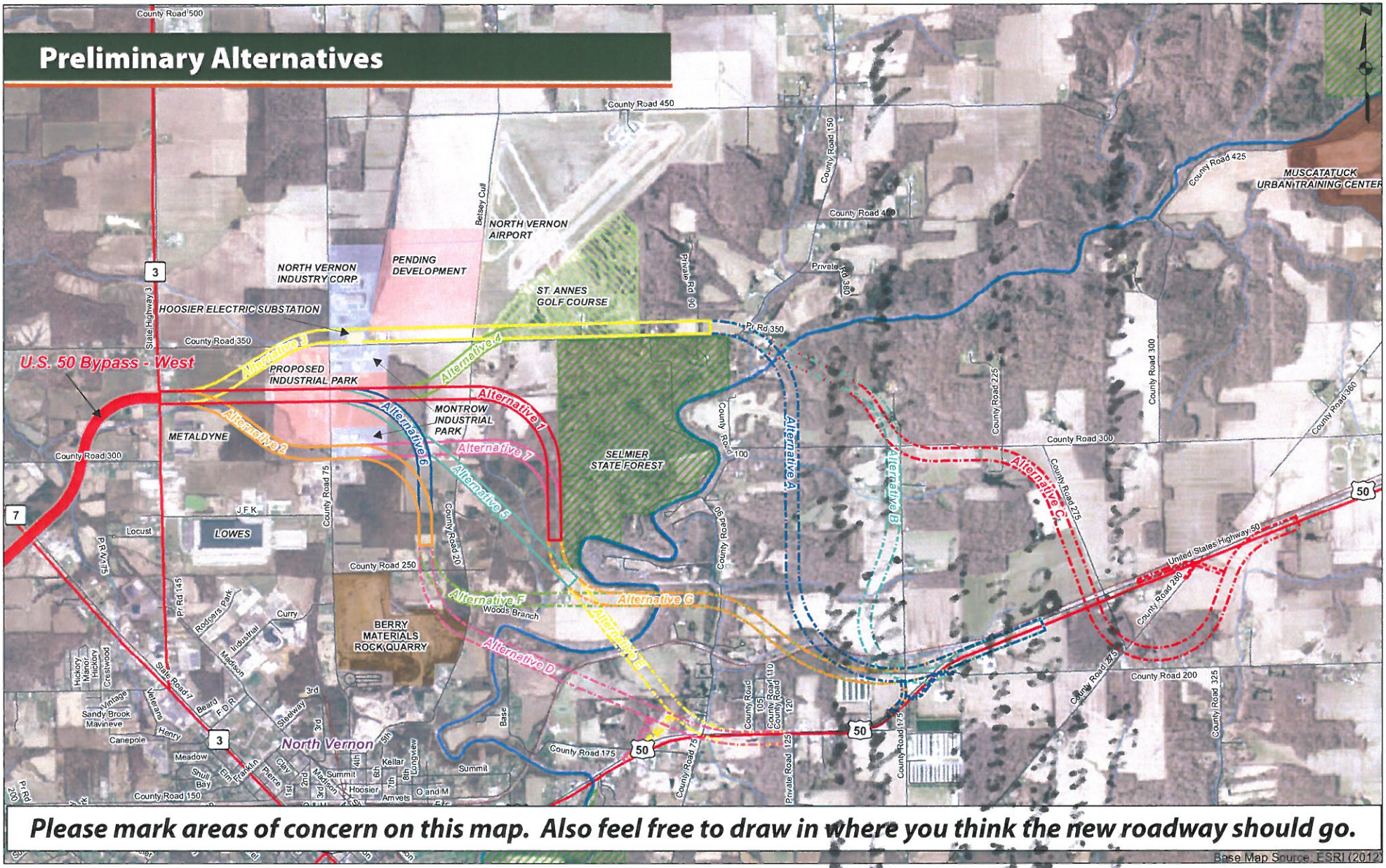
Preliminary Alternatives



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name:	SHONDA BAINTER		
Organization:	DEER CREEK CAMPGROUND NORTH VERNON IN. 505 E. PRIVATE RD.		
Address:	408 LEE BLVD. (Home)		
City:	SEYMOUR (Home)	State / Zip:	IN 47274
Phone:	(812) 525-5549 (Home)	E-mail:	jan-shonda@cinergymetro.net

Please provide comments below or on the map on the back of this form.

DEER CREEK CAMPGROUND HAS BECOME MY SECOND HOME EVERY WEEKEND, FOR THE PAST YEAR, AND FOR QUITE A FEW FAMILYS THERE, IT IS THEIR HOME 6 MO, OUT OF THE YEAR. AFTER LOOSING MY MOTHER LAST YEAR, WE PURCHASED A CAMPER THAT WAS FOR SALE THERE THIS AS MOST CAMPERS ARE PERMENT LOTS, WITH METAL OR WOOD BUILT CARPORTS COVERING THE CAMPERS. WE LOVED DEERCREEK SO MUCH THAT WE TRADED IN THE CAMPER WE JUST BOUGHT THERE, AND BOUGHT A FIFTH WHEEL.

IN MY GREIVING OVER LOOSING MY MOTHER, DEER CREEK WAS A TRUE BLESSING FROM GOD, HE LED ME THERE, THE PEOPLE THERE ARE MY FAMILY NOW AND I WOULD HATE TO LOOSE THEM. PLEASE DONT USE ALTERNATE ROUTE 5 / ALTERNATE G & F

THIS WOULD BE A DISASTER FOR OVER 100 FAMILYS

SINCERELY, SHONDA BAINTER

I SUPPORT ROUTE 3 OR ROUTE 4

THIS IS ALSO A HISTORICAL SITE!!

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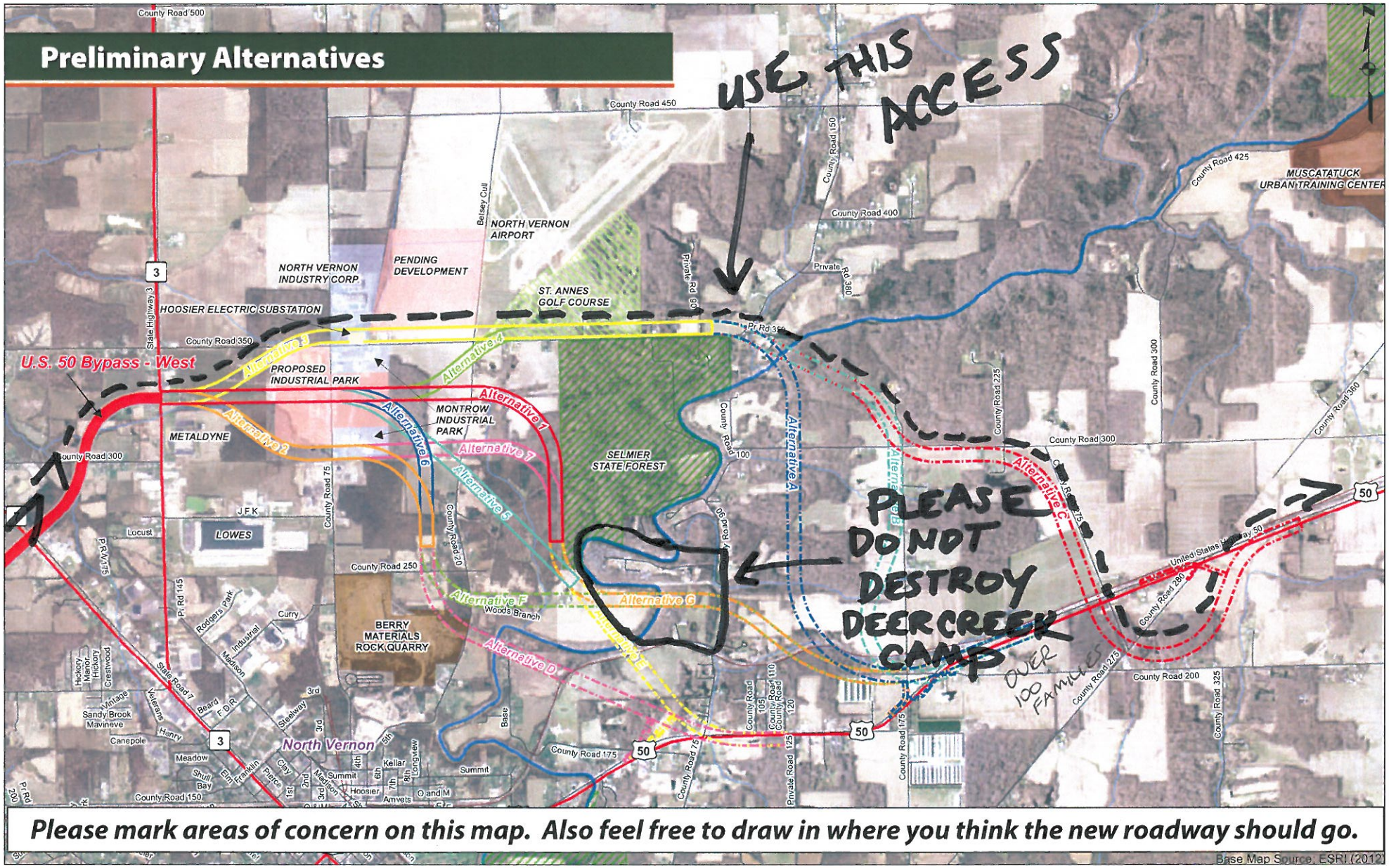

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Karen Tucker	
Organization:	
Address: 2225 E US 50	
City: North Vernon	State / Zip: IN 47265
Phone: (812) 592-6674	E-mail: KTucker@jcsc.org

Please provide comments below or on the map on the back of this form.

Alternative A, B, F & G will take my home, and will take my parents' place.

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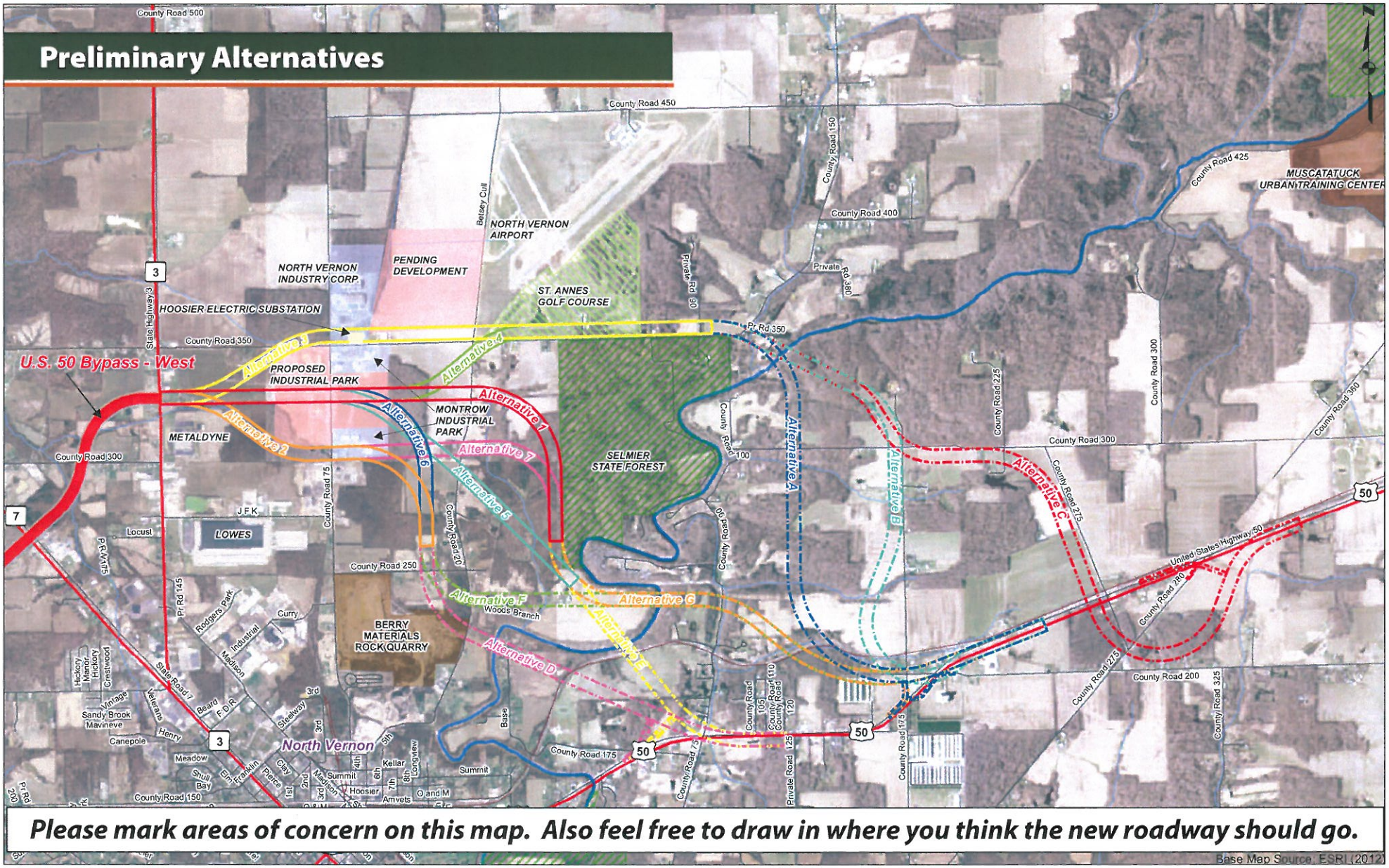

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Jan BORAM	
Organization: Deer Creek Campground N.V. (505 E. Private Rd	
Address: 408 Lee Blvd	
City: Seymour	State / Zip: IN 47274
Phone: 812/447-0719	E-mail: jboram@energymetro.net

Please provide comments below or on the map on the back of this form.

It is obvious the goal is more growth for North Vernon. In these times, that is a good plan to have in place. That being said, many of the routes will destroy the lives of many people this is to help. I am a member of Deer Creek Campground. Our property will be adjacent Alternate Route 5 Alt Corr. In fact, the owners of Deer Creek Campground, Kathy & Bill Maschino, will lose the house they recently built. Aside from ~~that~~ the damage that no money will ever repair, this route will impact the lives of several families that vacation or live during the summer at the campground. ~~By the~~ I will not sit idly if this route is selected. I consider this campground my family. As such, defending what it stands for — family - friends - love - Laughter will be the goal of the members of the Campground.

We look forward to reading or listening to the comments of those who will be responsible for the final decision.

9-6-2012

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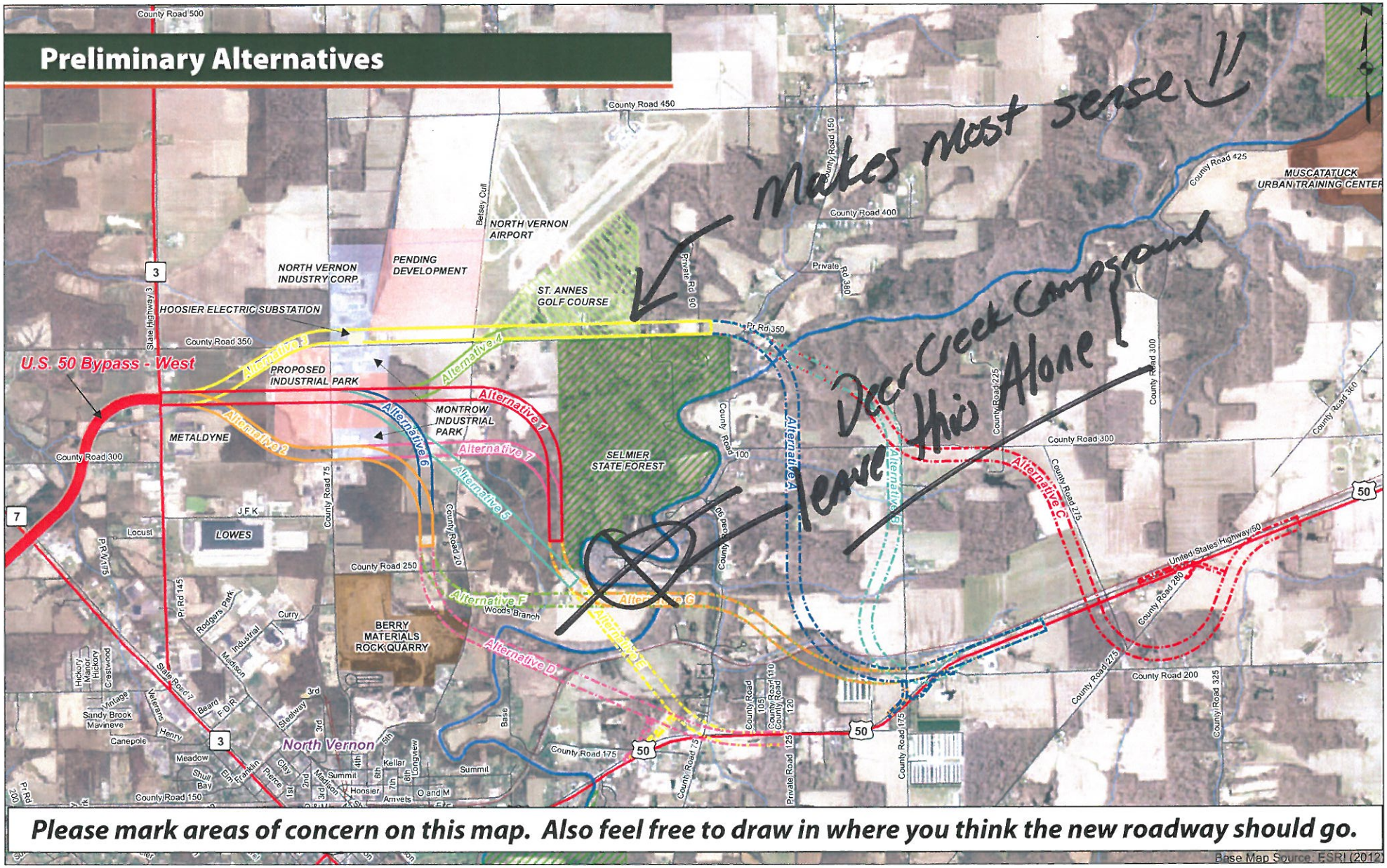

Please provide comments below.

Impacting lives to the good or the bad is inevitable. Don't impact 200+ people by using Route 5 (or 7) keep our grounds intact and do not take the owner's home!

3C

Public Information Meeting

COMMENT FORM

Name: Rob Grimes	
Organization: Deer creek Campground	
Address:	
City: North Vernon	State / Zip: IN
Phone: 812-593-0159	E-mail: roblgrimes@gmail.com

Please provide comments below or on the map on the back of this form.

Alt 3C looks to be the best option, it looks to be the one that impacts the less homes and by going that route it will keep traffic noise from bothering area residents. Need to keep this bypass away from Deercreek Campground. It has been in operation for several years and has several people that are snow birds that return in the summer months and live there all summer long before leaving and returning to the warm weather of the South. there are 100+ campers that are set there year round and we look forward to the weekends of going there and spending a quiet relaxing time. a bypass with Traffic noise would ruin that for us.

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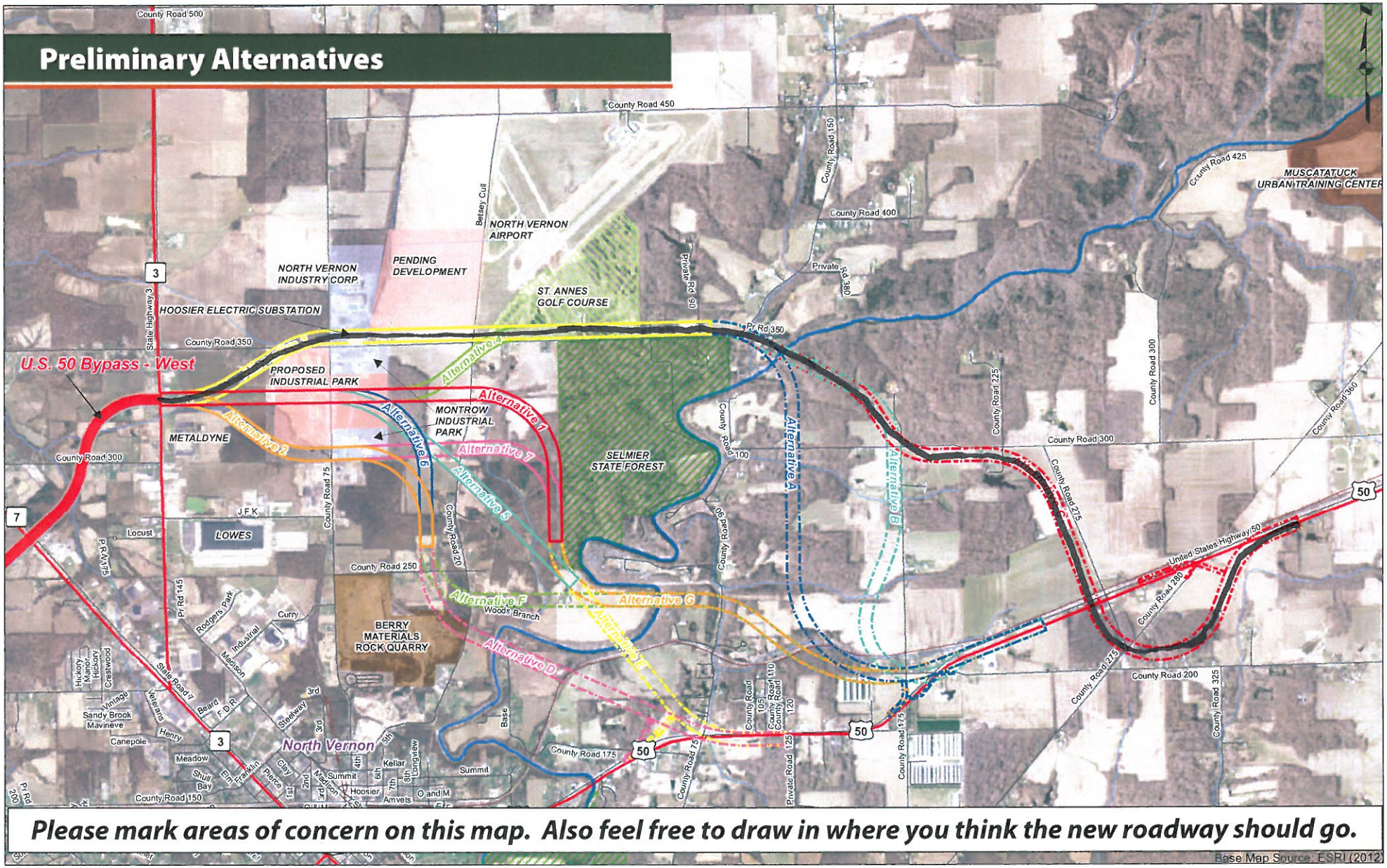

Please provide comments below.

See Other side

Public Information Meeting

COMMENT FORM

Name: Malinda M Bolt	
Organization:	
Address: 750 E US HWY 50	
City: No Vernon IN	State / Zip: IN 47265
Phone: 812 346-5057	E-mail:

Please provide comments below or on the map on the back of this form.

I'm in favor of Alternative 5 and E
or Alternative 2 and D.
I'm in agreement to these & my home is there with
4 A My husband is in Nursing Home.

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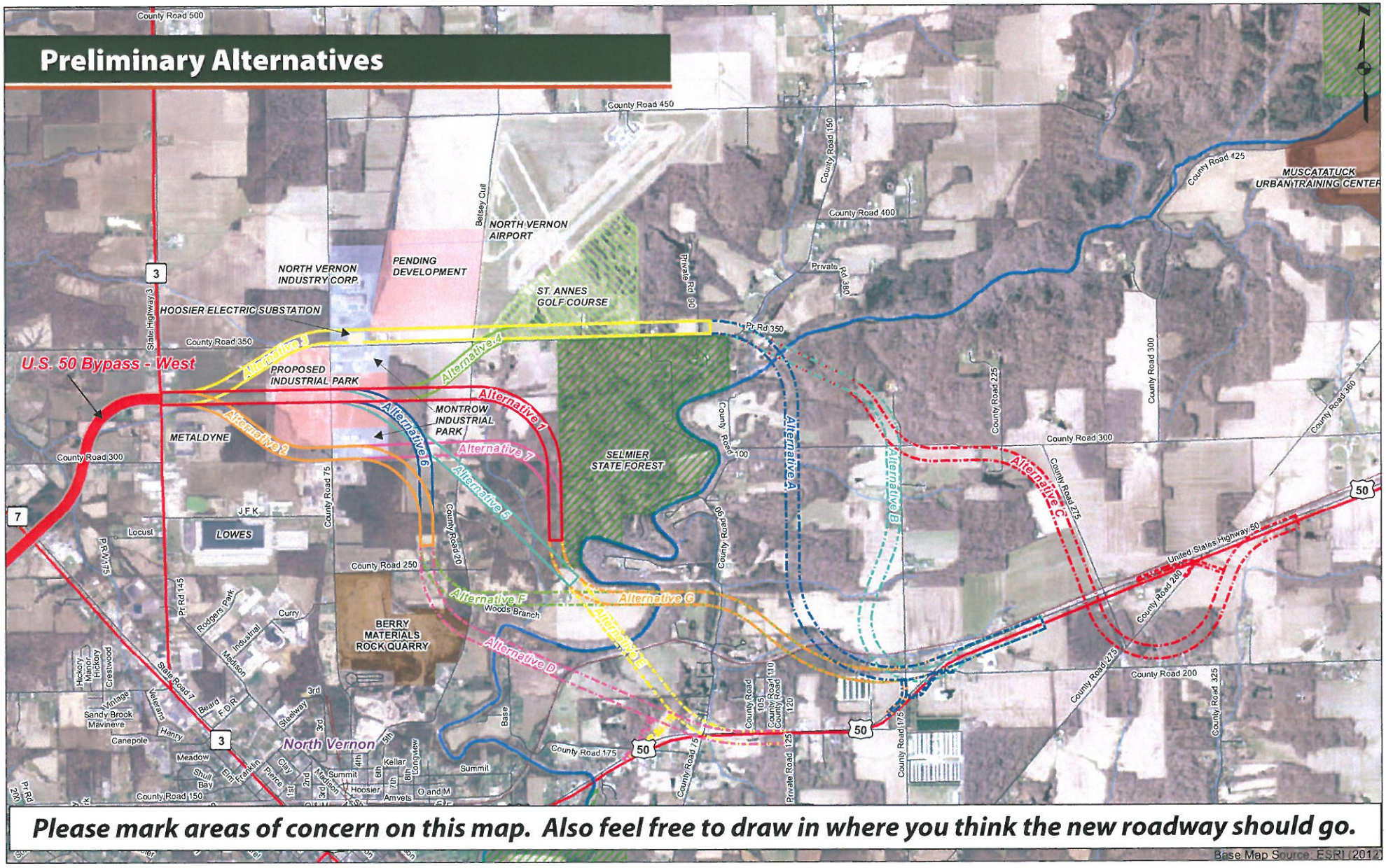

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Tom W. Young	
Organization: DEER CREEK CAMPGROUNDS	
Address:	
City: NORTH VERNON	State / Zip:
Phone: 812-591-2990	E-mail: JARMWONDERAT gMAIL.COM.

Please provide comments below or on the map on the back of this form.

I SPEND MOST EVERY WEEKEND & SOMETIMES WEEKS AT A TIME. IF THE ROAD GOES CLOSE TO THE CAMPGROUND IT WILL CREAT ALOT OF NOISE. I COME TO THE CAMPGROUNDS TO GET AWAY FROM THE NOISE.

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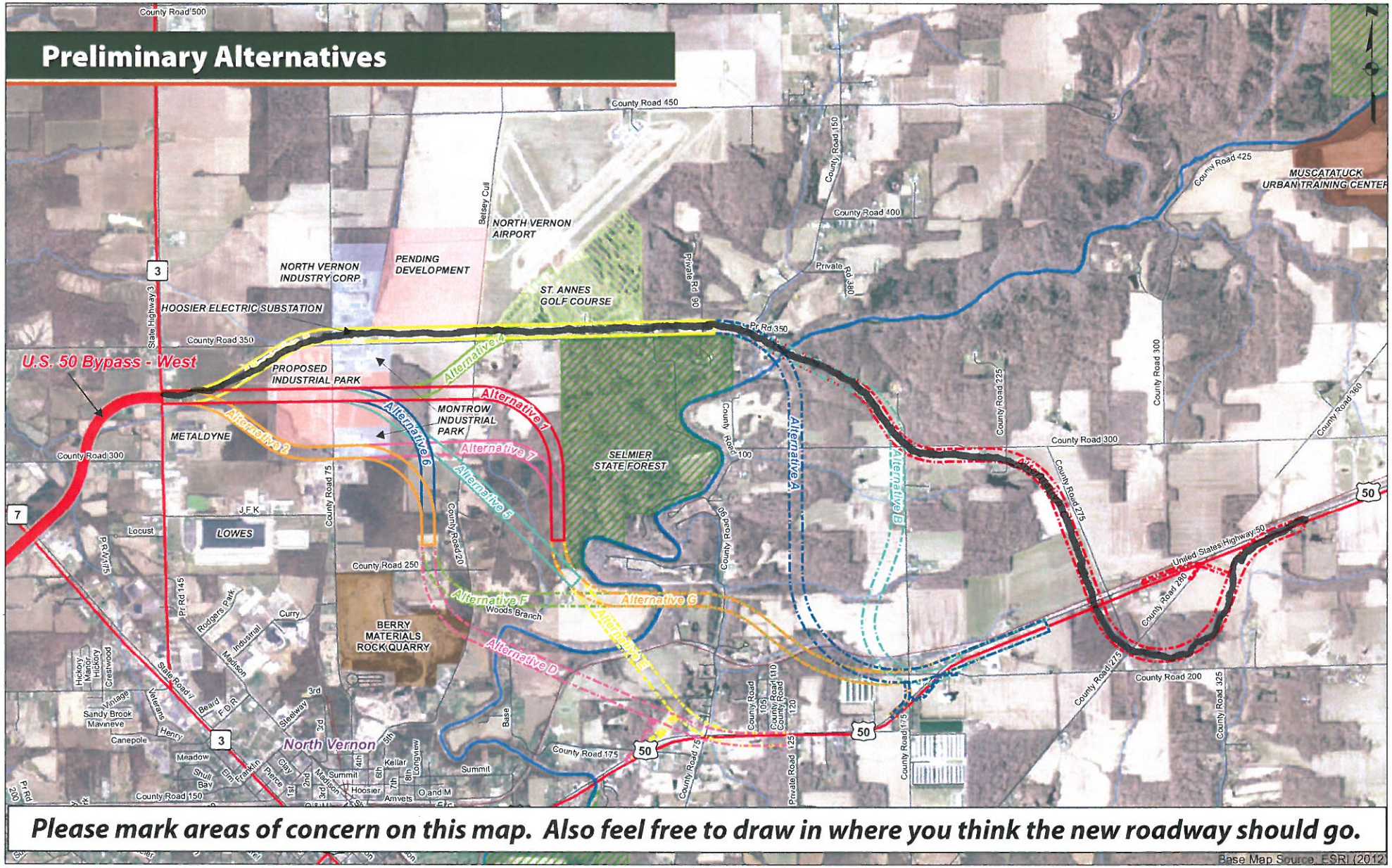
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Janet Myers	
Organization:	
Address: 1030 E. CR 350 N.	
City: North Vernon	State / Zip: IN 47265
Phone: 812-346-3081	E-mail: cmyers@epowerc.net

Please provide comments below or on the map on the back of this form.

Alternative A runs directly infront of our home; my concern is, if you don't take our property, we will be sitting on the bypass with loud semi's rolling all hours of the day and night; where now 350N is a quiet country road and extremely quiet @ night. Our home sits at the corner of CR 100E and 350N.

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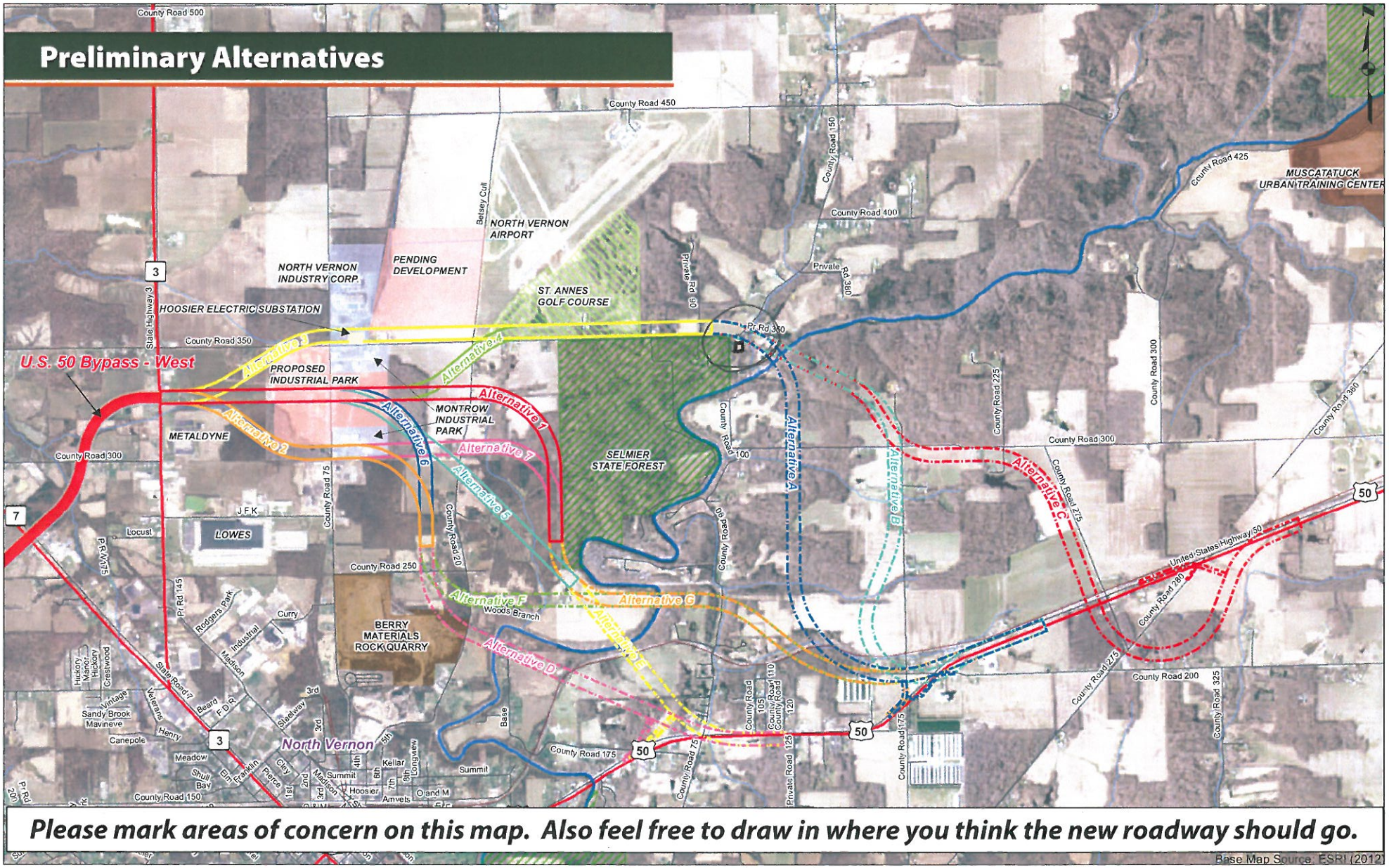
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below. See back

Appendix B, page 121

Public Information Meeting

COMMENT FORM

Name:	ART SMITH		
Organization:	DEERCREEK CAMPGROUND		
Address:	105 LINCOLN		
City:	NORTH VERNON	State / Zip:	IN 47265
Phone:	812-767-7463	E-mail:	IRON70@MSN.COM

Please provide comments below or on the map on the back of this form.

OF TOWN. WHY BUILD A BY-PASS & THEN BRING IT BACK INTO TOWN. NORTH VERNON WILL EXPAND & SO THE NORTH ROUTE WOULD GIVE THEM THE ROOM TO EXPAND. YOU HAVE THE WEST STARTING ABOUT 3-4 MILES OUT OF TOWN SO TAKE THE EAST SIDE 3-4 MILES OUT OF TOWN. THIS WILL ALSO ASSURE THAT IT WILL NOT HAVE TO BE REPEATED AGAIN DOWN THE ROAD SOME OF THE ALT ROUTES ARE TOO CLOSE TO THE CAMPGROUND & WOULD HAVE TRAFFIC NOISE DAY & NIGHT. & THIS IS NOT WHAT PEOPLE WANT. WITH ALL OF THEM IT IS A BIG FAMILY & WOULD APPRICIATE THE ROUTE 3 OR 4. THANKS FOR TAKING US INTO YOUR CONSIDERATION

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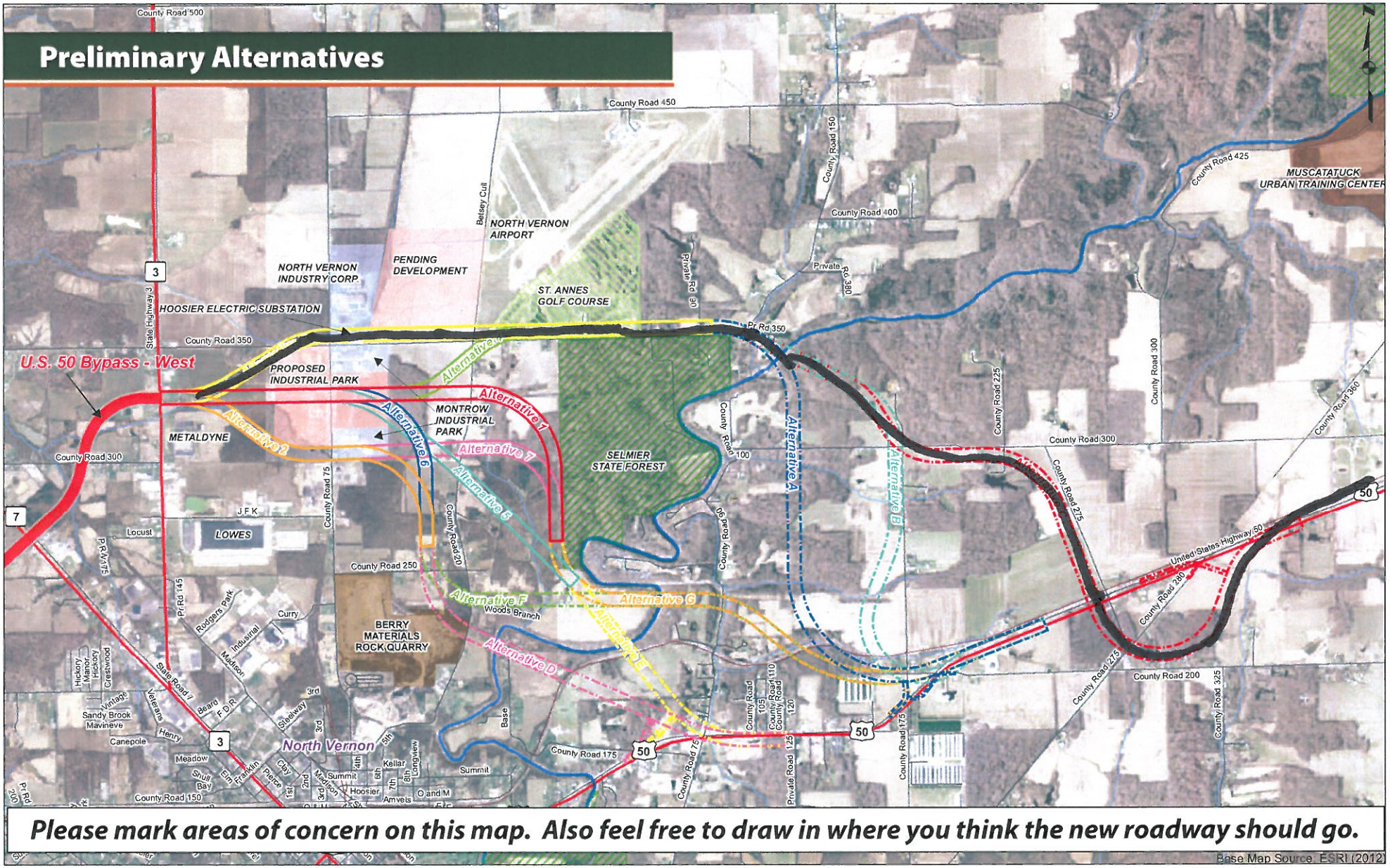

SAVE DEERCREEK

Please provide comments below.

SAVE DEERCREEK

TO SAVE THE PRIVACY OF THE CAMPGROUND & SERVE THE HOMELAND SECURITY THE BEST ROUTE IS ONE SHOWN IT WOULD ALSO SERVE THE AIR PORT. THE CITY IS ALSO WANTING TO KEEP THIS NORTH

(OVER)

Public Information Meeting

COMMENT FORM

Name: Brian A White	
Organization:	
Address: 1155 ECR 300 N	
City: North Vernon	State / Zip: IN 47265
Phone: 812-620-3516	E-mail:

Please provide comments below or on the map on the back of this form.

I am supportive of alternate A provided all of my property be encumpassed. I am opposed to a partial seizure of my 4 acres. I am also opposed to coming in close proximity. I as other people moved to that area due to the secultion.

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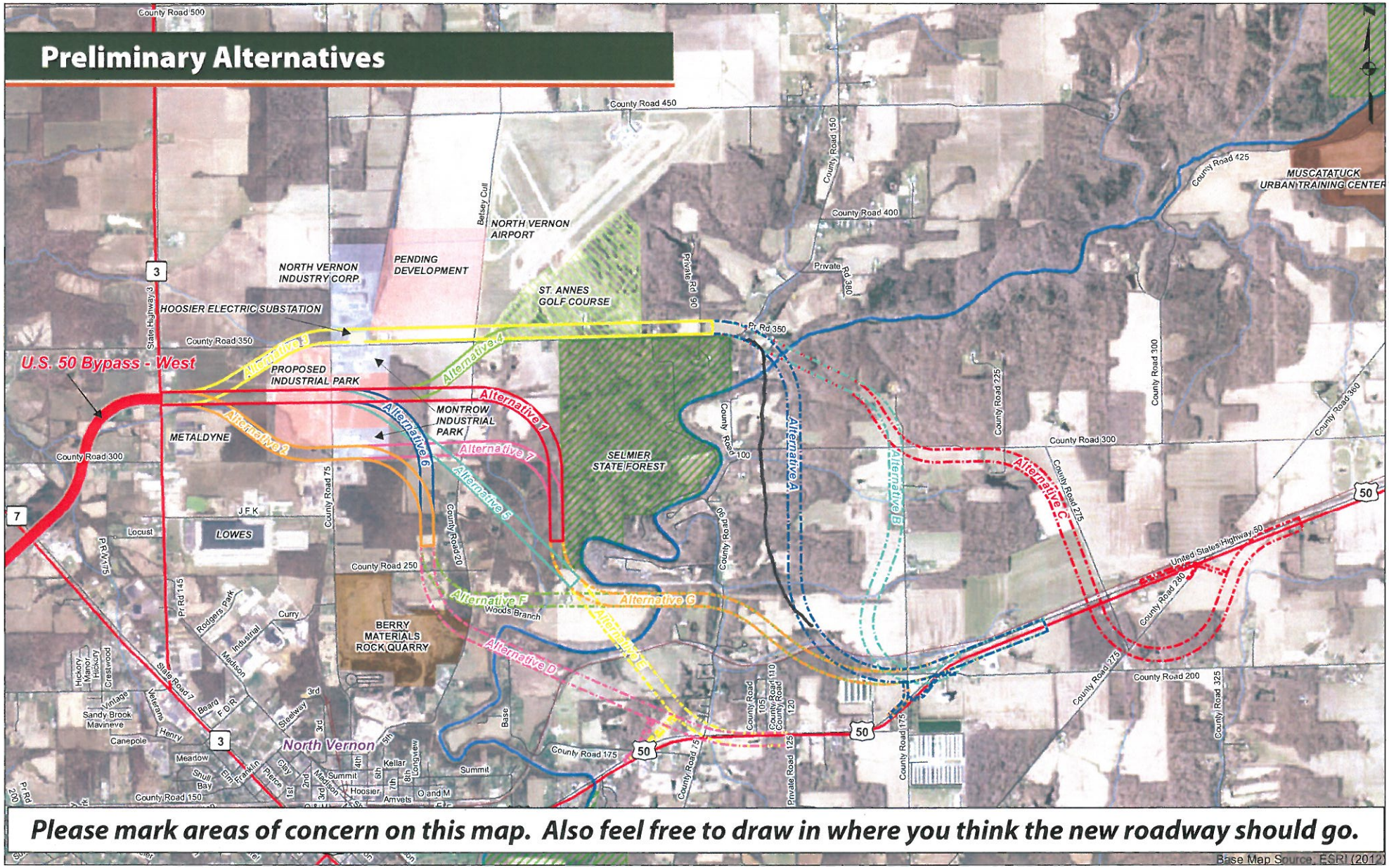
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

The Route outlined Above will NOT affect The Bettis farm. But also Take My House. [redacted] I will also Run The Property lines NOT affecting Just one Landowner—

Public Information Meeting

COMMENT FORM

Name: Mac Calhoun	
Organization:	
Address: 485 W CR 250 N	
City: North Vernon	State / Zip:
Phone: 350-4393	E-mail:

Please provide comments below or on the map on the back of this form.

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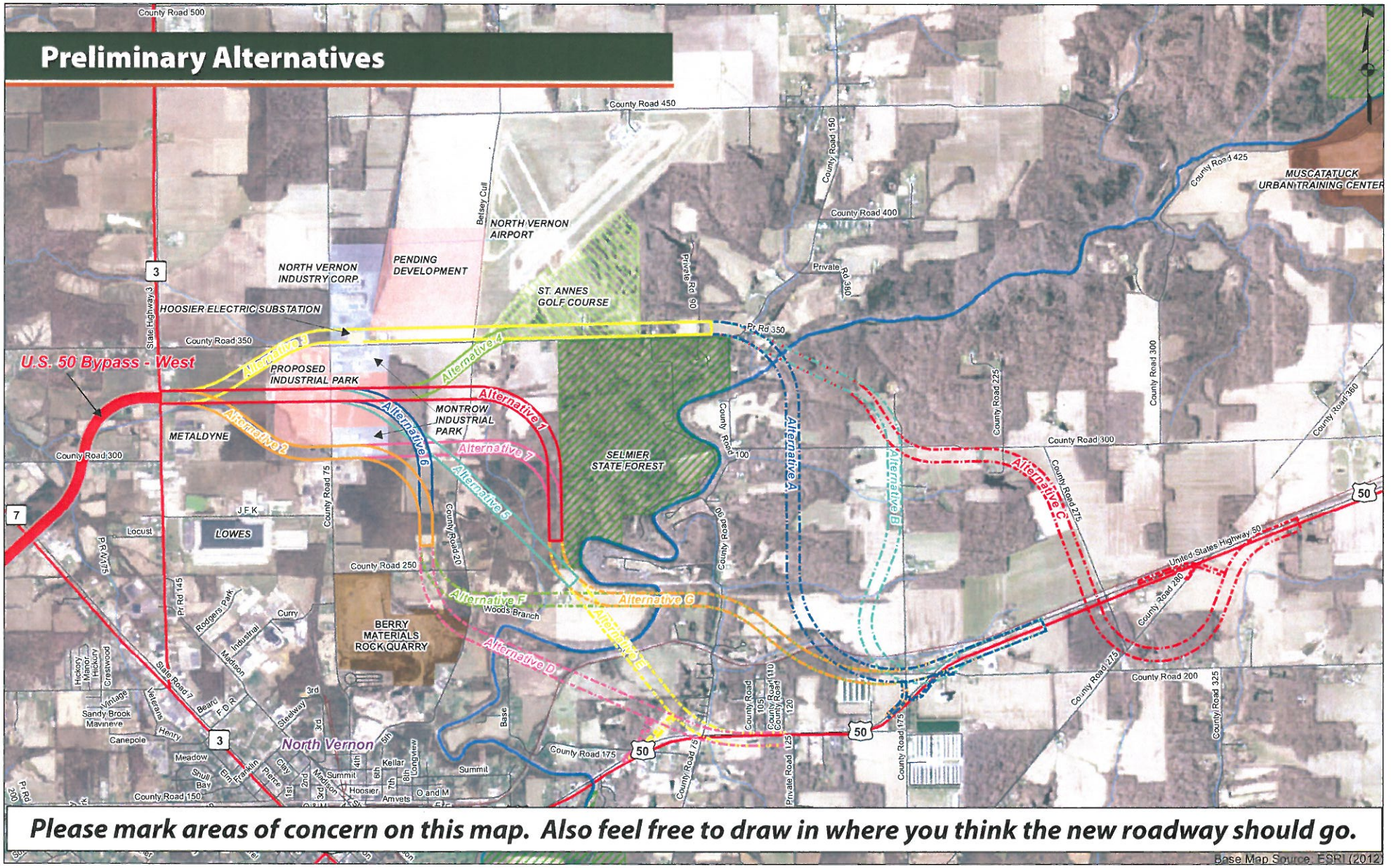

Please provide comments below.

Alternate 3 A B or B are the best ideas use public property before you condemn private property

Public Information Meeting

COMMENT FORM

Name: Connie Young	
Organization:	
Address: 965 E. Co. Rd. 190 N.	
City: North Vernon	State / Zip: IN 47265
Phone: 812-592-5003	E-mail:

Please provide comments below or on the map on the back of this form.

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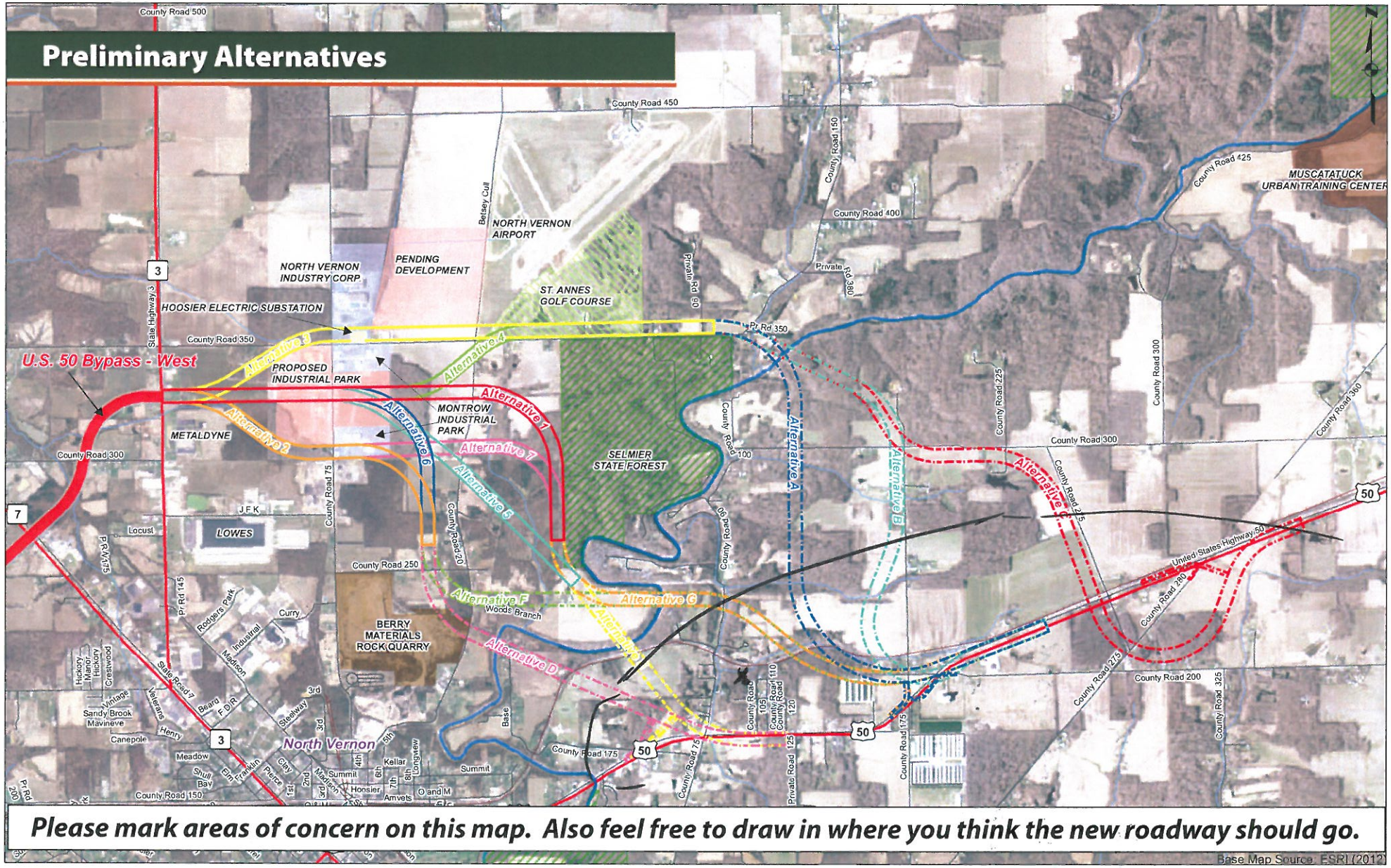

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: MARGIE SIMMONS	
Organization:	
Address: 325 W COUNTY RD 250 N	
City: NORTH VERNON	State / Zip: 47265
Phone: 346-3768	E-mail:

Please provide comments below or on the map on the back of this form.

Alternative D HAS A LOT OF CAVES CLOSE TO THE ROCK QUARRY IS NOT A GOOD IDEA

ALTERNATE A IS THE BEST PLAN TO 350 N ROAD

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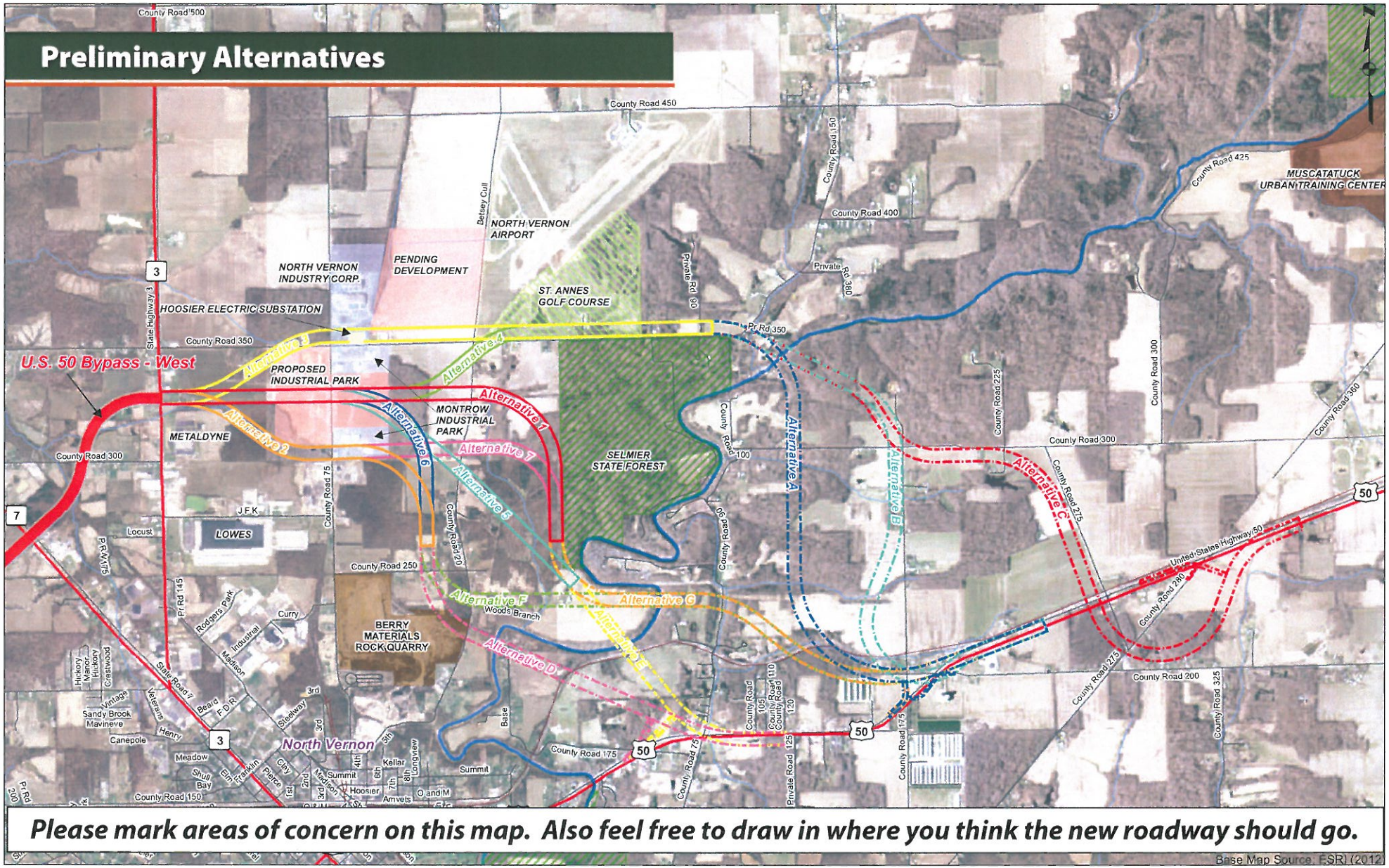

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Don Miller	
Organization: N.V. Beverage and St. Anne Golf Course	
Address: P.O. Box 217	
City: N. Vernon	State / Zip: IN 47265
Phone: 812-525-8756	E-mail: djmiller217@yahoo.com

Please provide comments below or on the map on the back of this form.

I think Alternate 3 or 4 is best for the future of N.V. as it they provide a true By-Pass around town. It would benefit the N.V. Airport (I am also a Pilot), ~~and the~~ golf course (Part Owner) and access to Selmier State Forest. Also looks like there would be less engineering and bridges. Selmier and the Airport would allow a long term butter for the by pass.

The close, or southern routes would also be very close to our water supply with the bridge crossing the river close to the dam. Any spill would be hard to contain before reaching the N.V. water supply.

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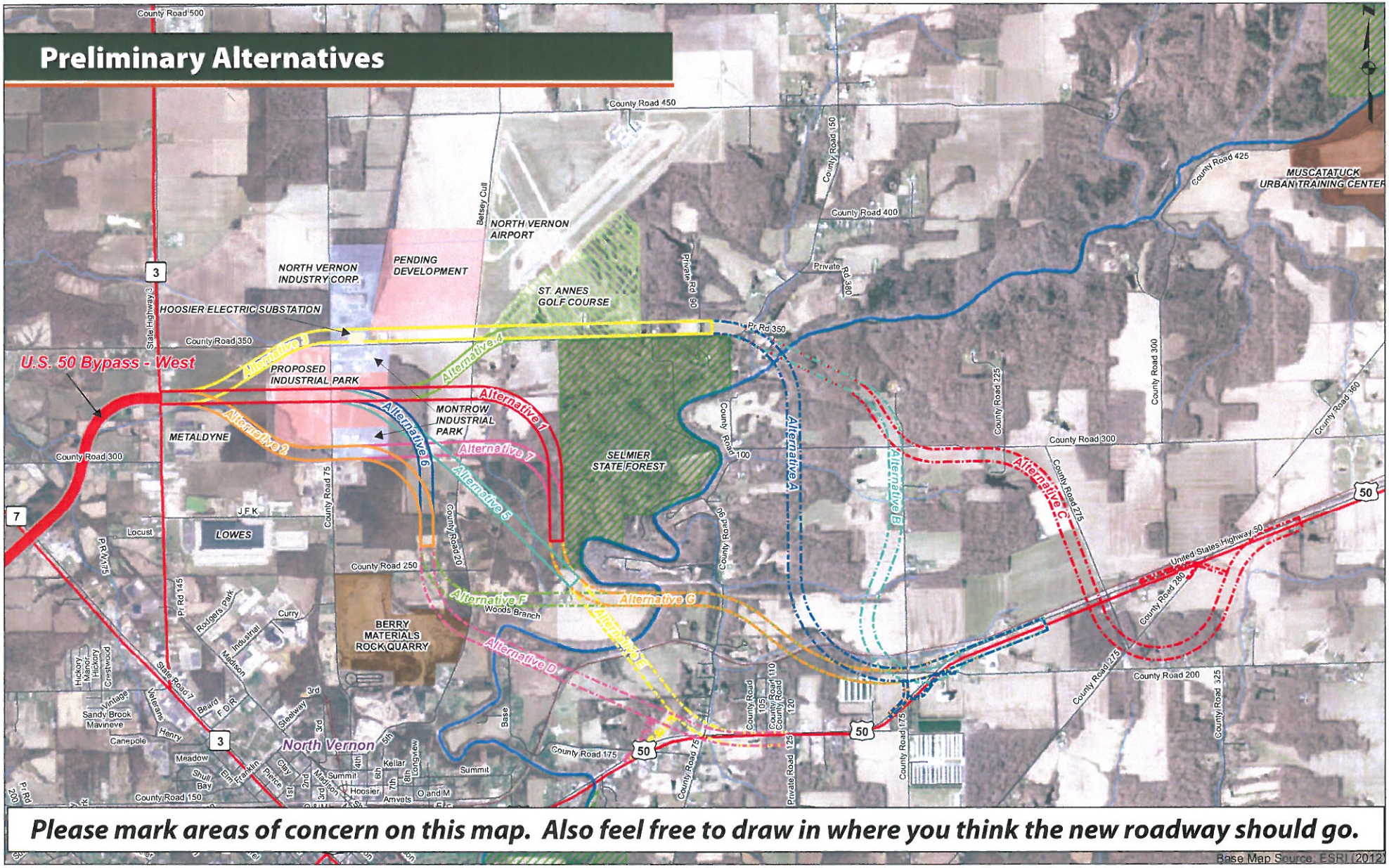

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Betty & Bill Rutan	
Organization: Deer Creek Camp Area	
Address: 1170 E 450 S	
City: Columbus	State / Zip: Ind. 47201
Phone: 812-342-6557	E-mail: rutanb@bcsc.k12.in.us

Please provide comments below or on the map on the back of this form.

water area will be forever affected. Bill Machine has worked very hard to establish an area of comfort. His home near the camp area will be affected and could affect the campers that stay there if you cut through there, so I'm asking please consider other alternatives that would not affect our camp area & our family. Thanks

Betty & Bill Rutan

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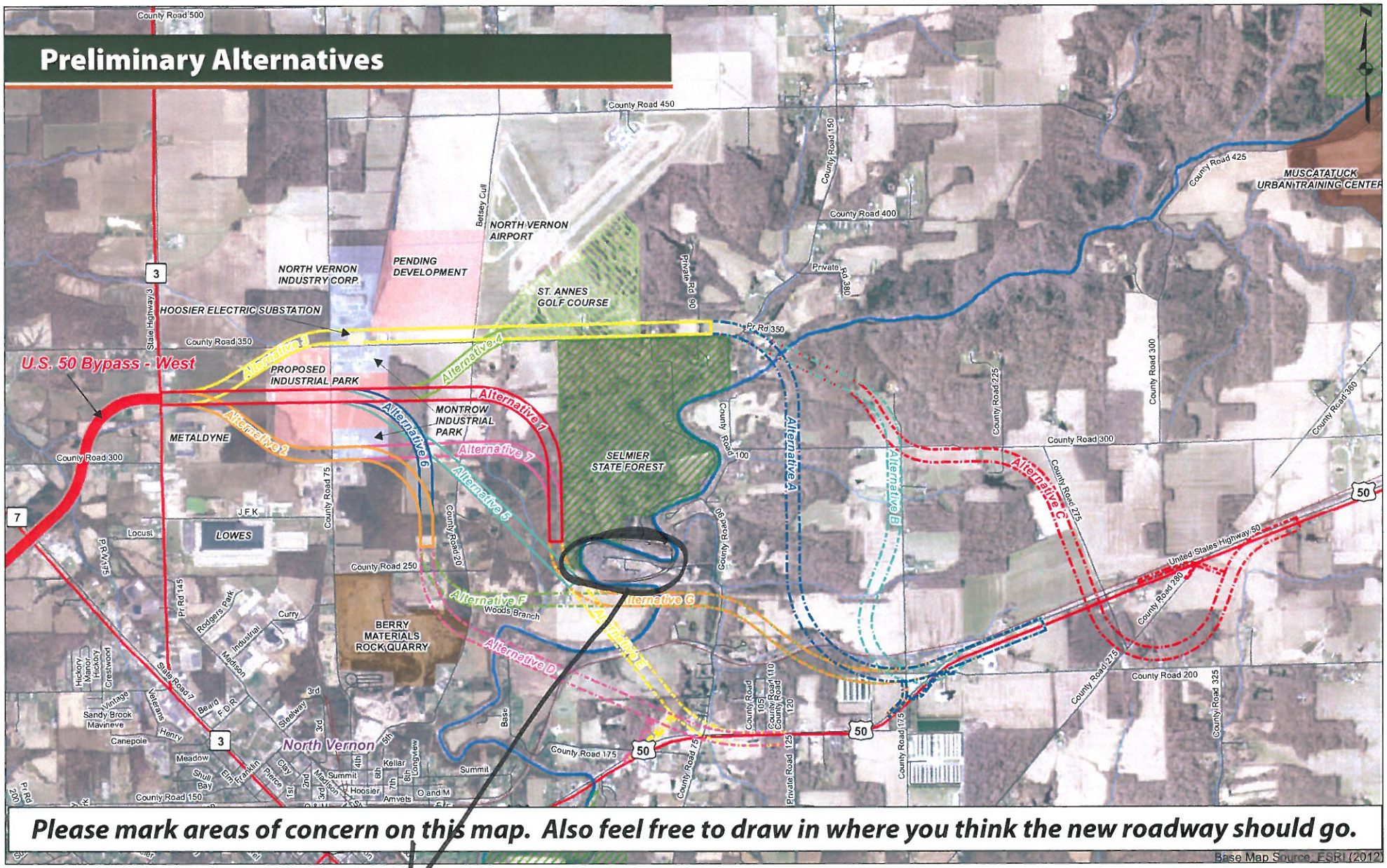


Please provide comments below.

We are at a campsite at Deer Creek. You will be interrupting an area that the people that are there & living there have made a bond & friendship along with the environment of the area. The conditions of the woods &

over

Public Information Meeting

COMMENT FORM

Name: Beverly Calhoun	
Organization: Deer Creek Camp Ground	
Address:	
City:	State / Zip:
Phone:	E-mail:

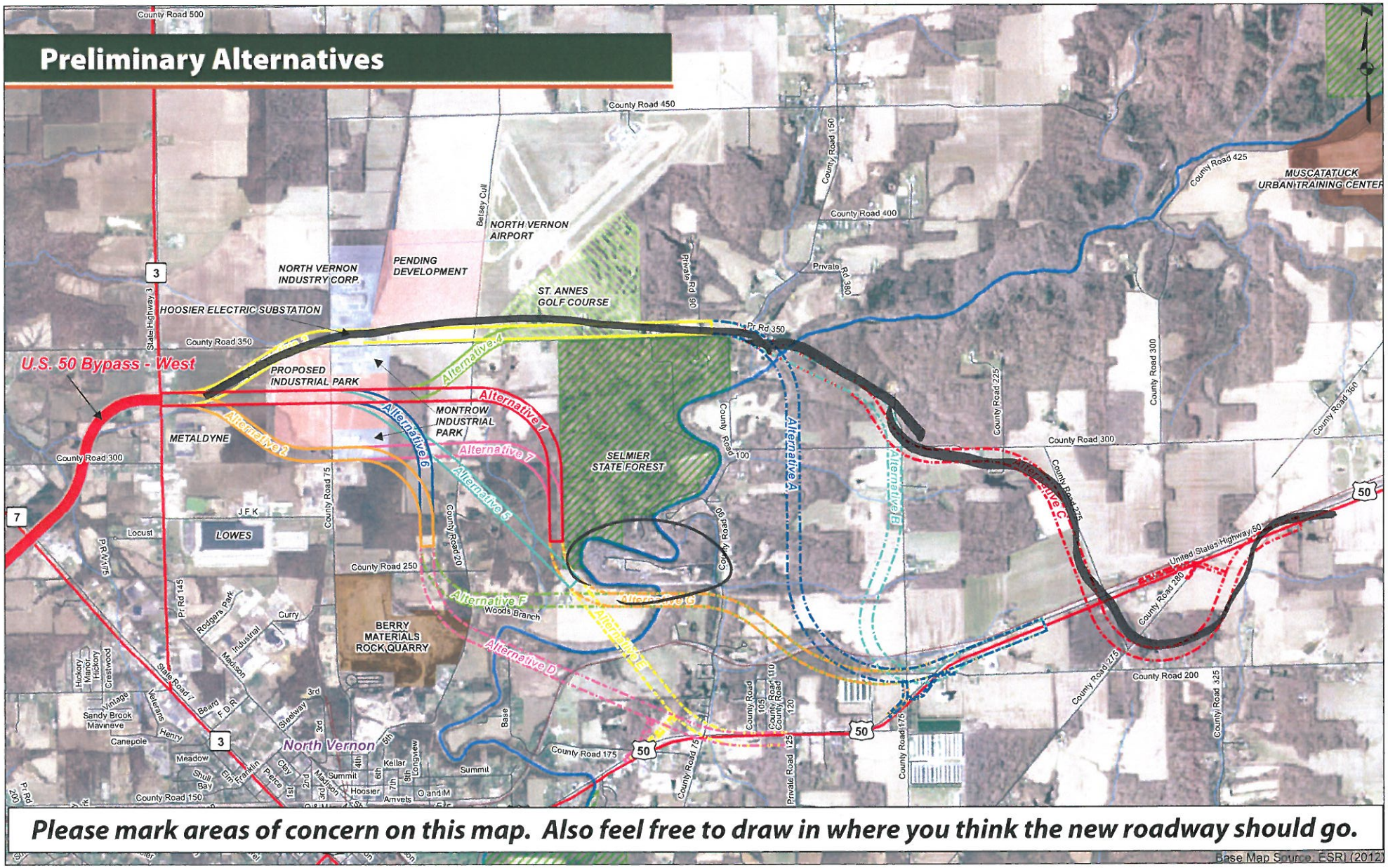
Please provide comments below or on the map on the back of this form.

Would like to stay North of the Camp Ground. We have 100 Camper that enjoy Natural & Not Noise. We enjoy each one of are friends Visiting And enjoy the Peace. Going thru it Would Make so much Noise for the Campers We have a lot of get together for fun for Kids, Its my 154 year there, and I love the piece of Nature of Birds Squirrel enjoy Morning sitting outside with No Noise. I was sitting out today Were the Road you talk about going there was a Corn Combine (Noises) So I Can see how this will that these all away for Noise) (Please Root it the other Way. Thank you! also the Camp ground at Historal Spot.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Standley & ~~Beverly~~ Calhoun	
Organization:	
Address: Deere Creek Camp Ground	
City: NV	State / Zip: In 46124
Phone: 812 343 8369	E-mail: morberson155@60N

Please provide comments below or on the map on the back of this form.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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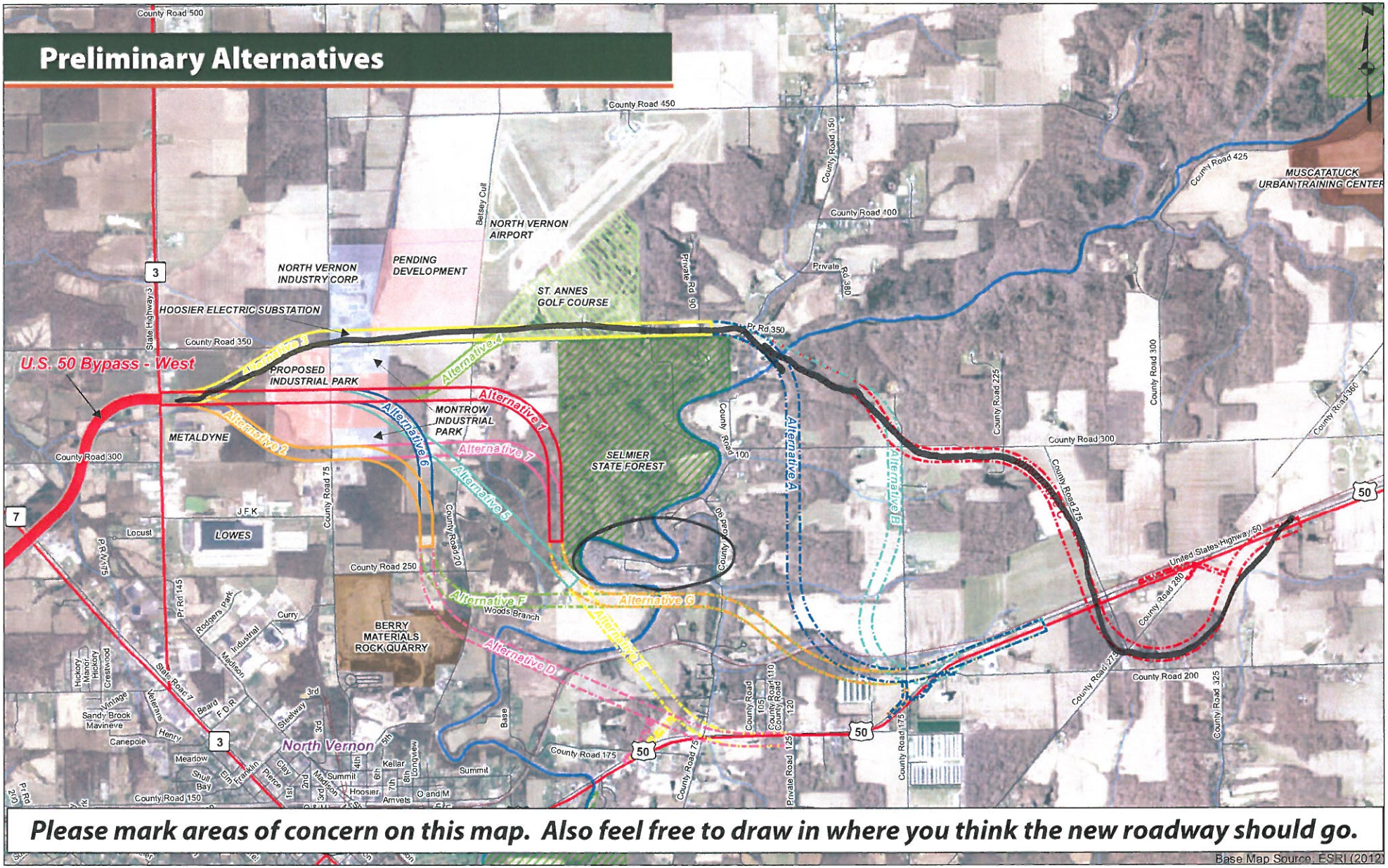

Please provide comments below.

Need to stay north of Campground the Campground has one hundred plus campers at one time some have been there for Twenty Plus yrs. This is the best land I have marked

Public Information Meeting

COMMENT FORM

Name: Norma Kreie Debbie Feathers George E. Simmons	
Organization:	
Address: 600 S. Walnut St.	
City: Seymour	State / Zip: Ind 47274
Phone: (812) 522-8378	E-mail:

Please provide comments below or on the map on the back of this form.

This has been family property since 1800's
Hate to see this property messed up. The best route would be by Selmeir property for military.

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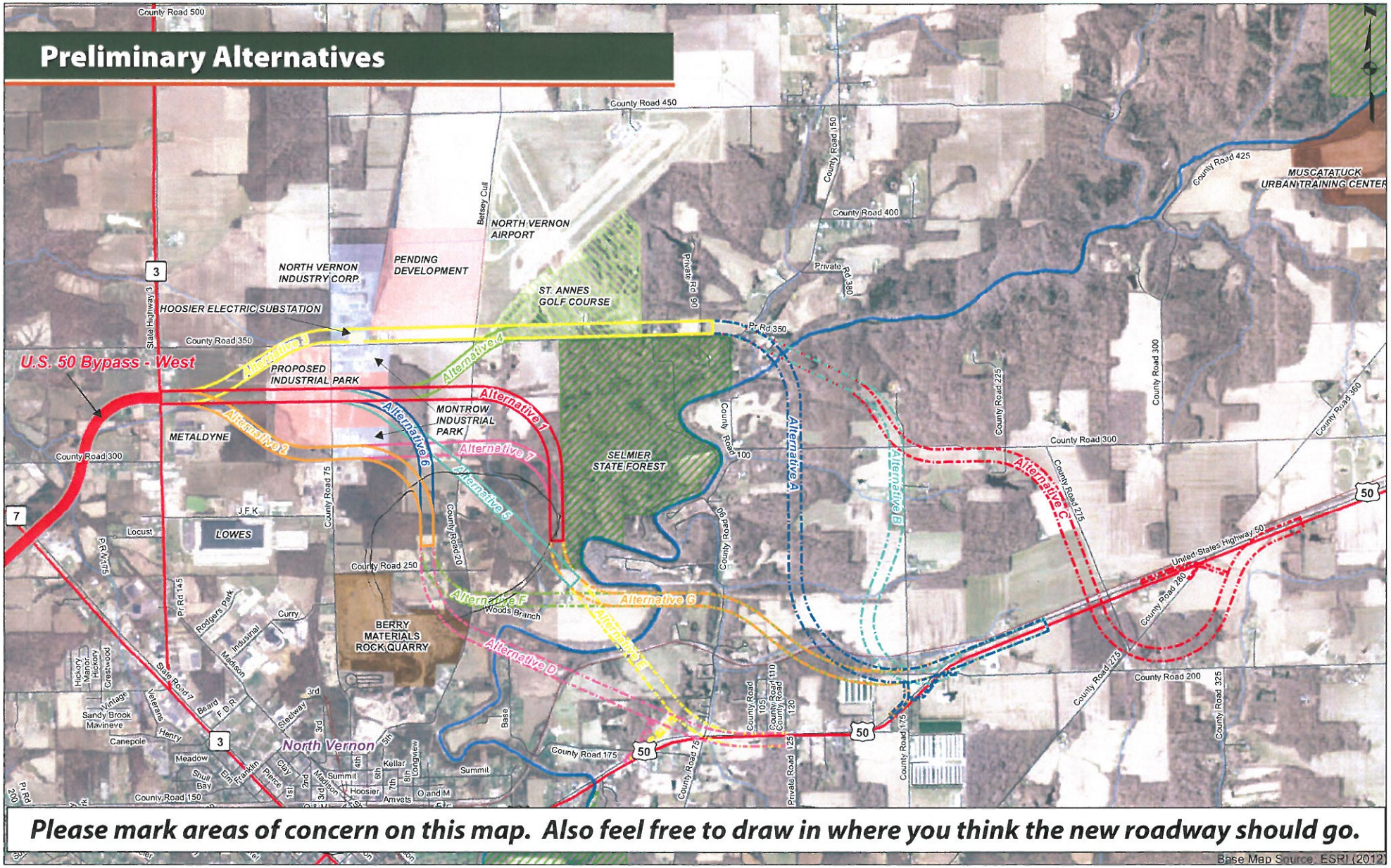

Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Please provide comments below.

More information should be published in Seymour Tribune

Public Information Meeting

COMMENT FORM

Name: Harold & Judy Stoner	
Organization:	
Address: 2920 N CR 200 W	
City: North Vernon	State / Zip: IN . 47265
Phone: 812-346-8751	E-mail: Stonersmetals@yahoo.com

Please provide comments below or on the map on the back of this form.

This is family owned property that has been in my (Judy's) family since the 1800's. We certainly would hate to be cooped up for a road. The most logical route in my opinion is in front of Lehmier's Forestry and then over across the river.

Sincerely
Judy Stoner

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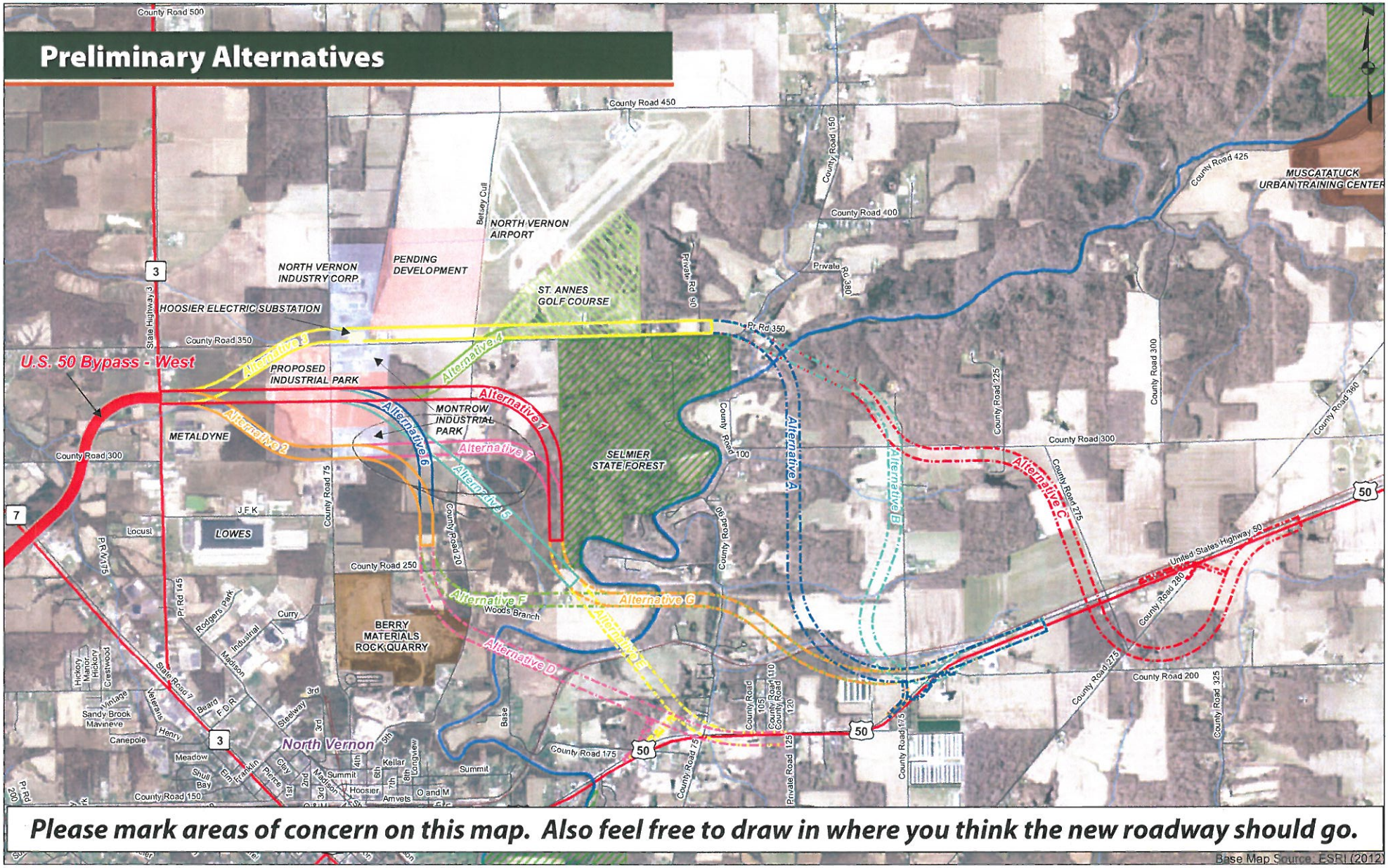

Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Gary Nolker	
Organization:	
Address: 280 W. Co Rd 260 N.	
City: North Vernon	State / Zip: IN 47265
Phone: (812) 346-3216	E-mail: gnolker@seidata.com

Please provide comments below or on the map on the back of this form.

The roadway will run very close to my back door. We purchased our house the year we were married because of the country setting. We live in the small addition which would effect our whole neighborhood.

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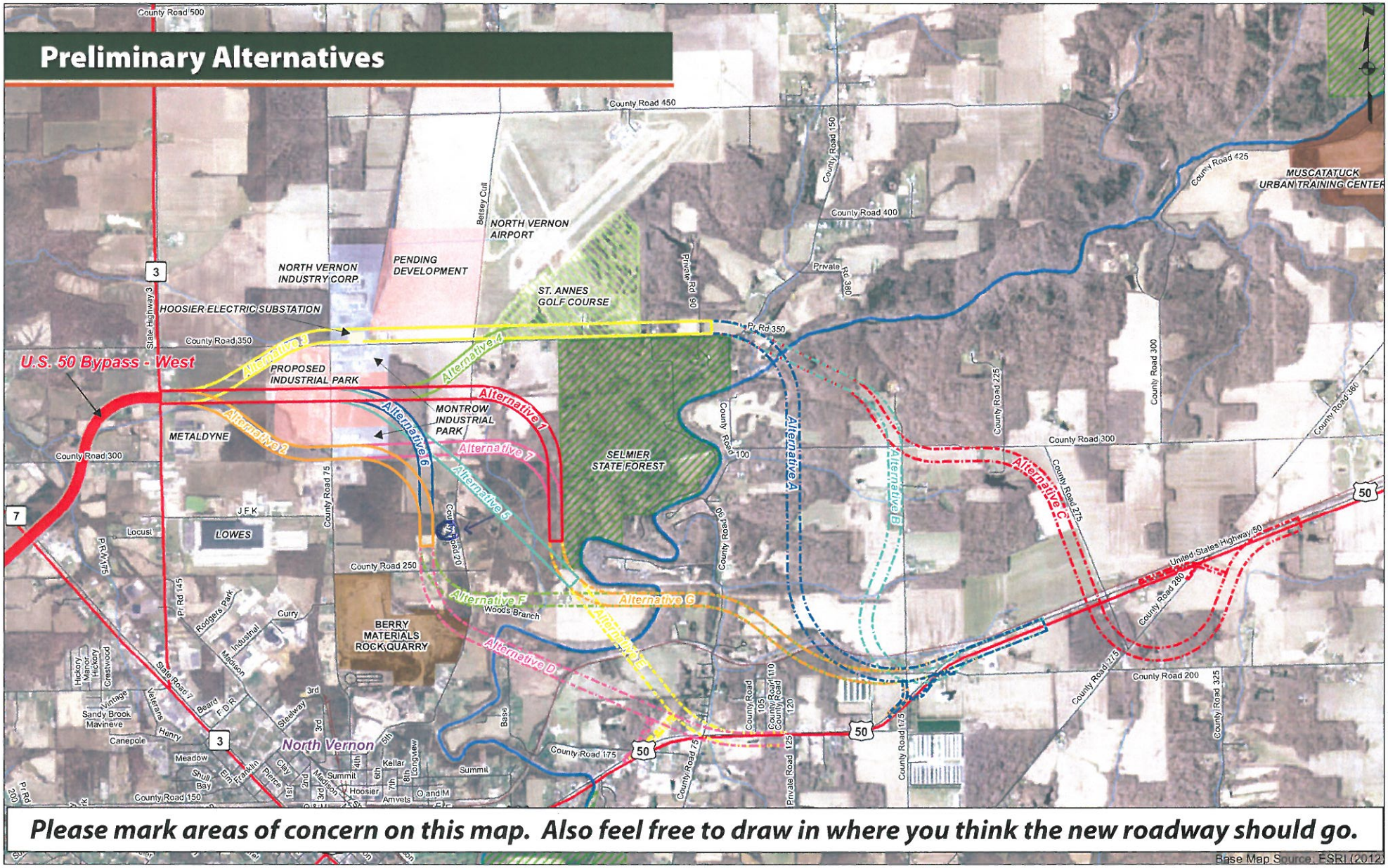

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Sherry Grimes	
Organization:	
Address: Deer Creek Campground	
City: North Vernon	State / Zip: IN
Phone: 812-591-3156	E-mail: sherryagrimes@gmail.com

Please provide comments below or on the map on the back of this form.

Deer Creek Campground is a very nice, family oriented place. We have been camping there every weekend for the past 3 years and spend a couple of months there, full time in the summer. It is a quiet, peaceful get away from the everyday bump and grind. It is like a totally different world once you come down that drive. There are also retired people that spend every month there during the seven months that the campground is open and then return to their Flordia homes for the winter. Why would you want to interupt that? We all leave our camper there year round. Alternative G would also run right through the campground owners home. There has to be a better alternative than G Please take a closer look and choose Alternative 3 to C. Also Deer Creek is a historical site (The Underground Railroad)

Thank you for this opportunity.

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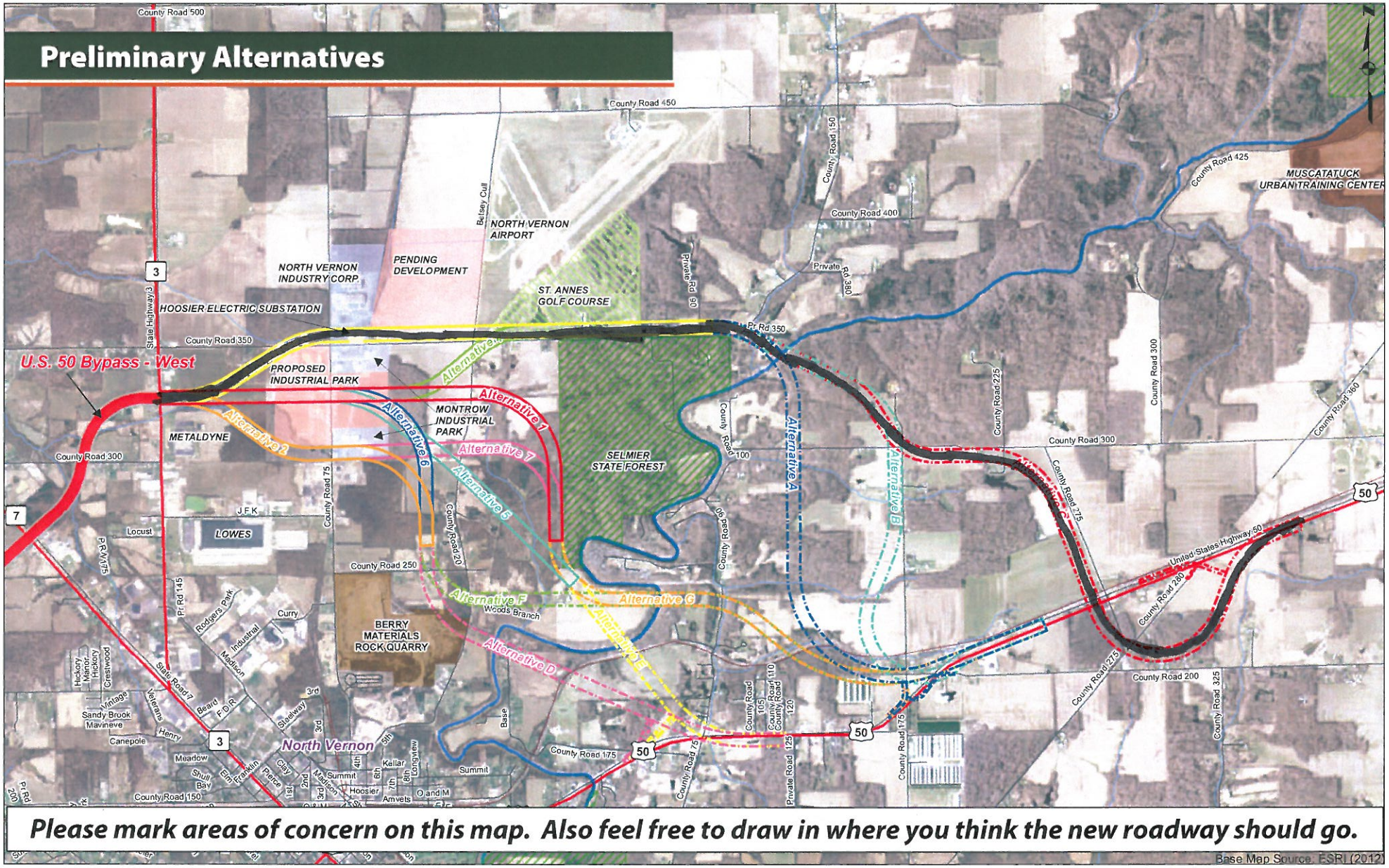

Please provide comments below.

OVER →

Public Information Meeting

COMMENT FORM

Name: John Graham	
Organization:	
Address: 1115 W County Rd 350 N	
City: North Vernon State: IN 47265	State / Zip:
Phone: 812-346-1885 cell 592-1416	E-mail:

Please provide comments below or on the map on the back of this form.

I like alt. #2-7 would be best route to take.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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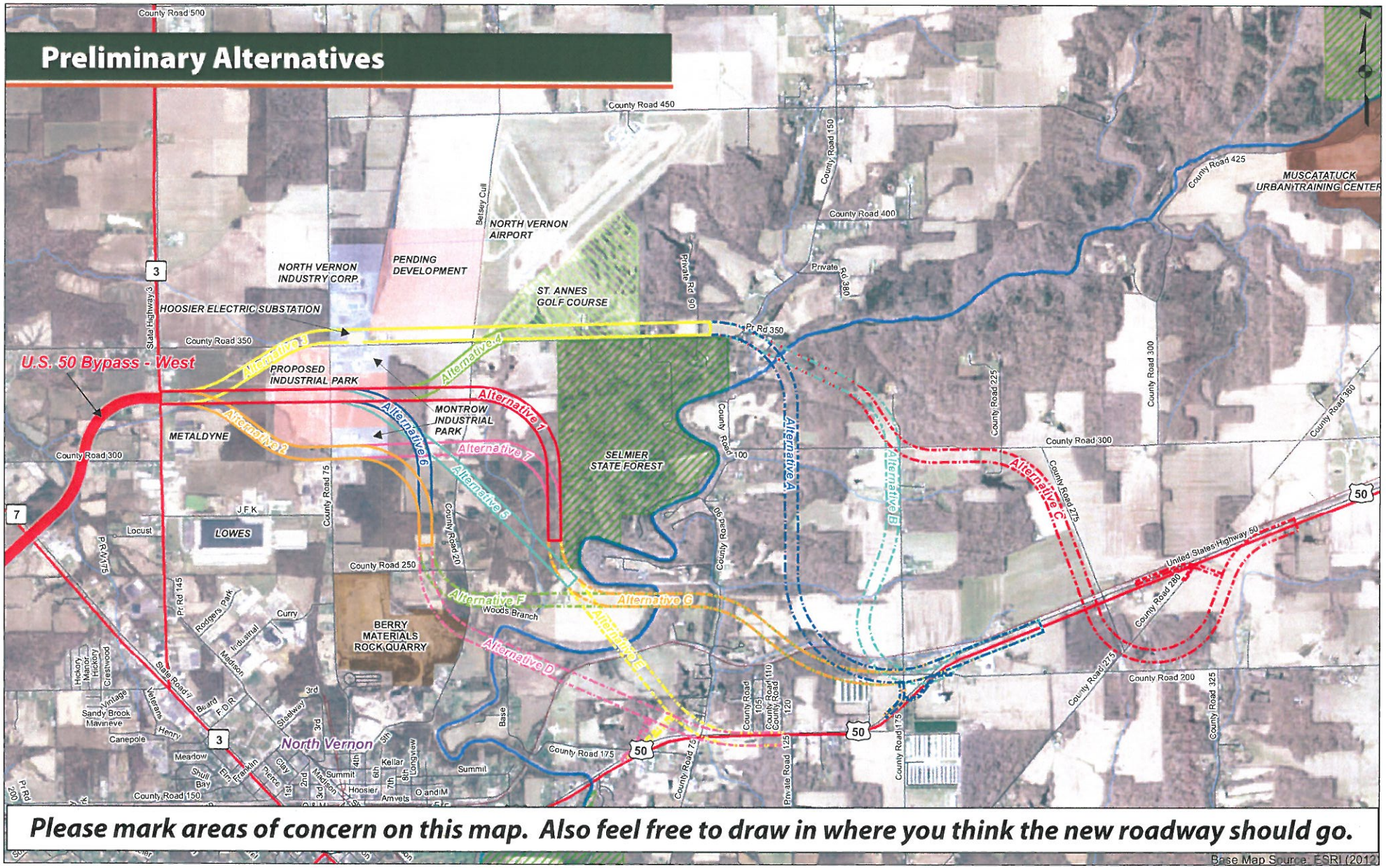

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name:	BOB JONES		
Organization:	BOB JONES SALVAGE INC.		
Address:	2020 N. COUNTY ROAD 75 E.		
City:	NORTH VERNON	State / Zip:	IN 47265
Phone:	812-346-5525	E-mail:	BJSI @ TOAST.NET

Please provide comments below or on the map on the back of this form.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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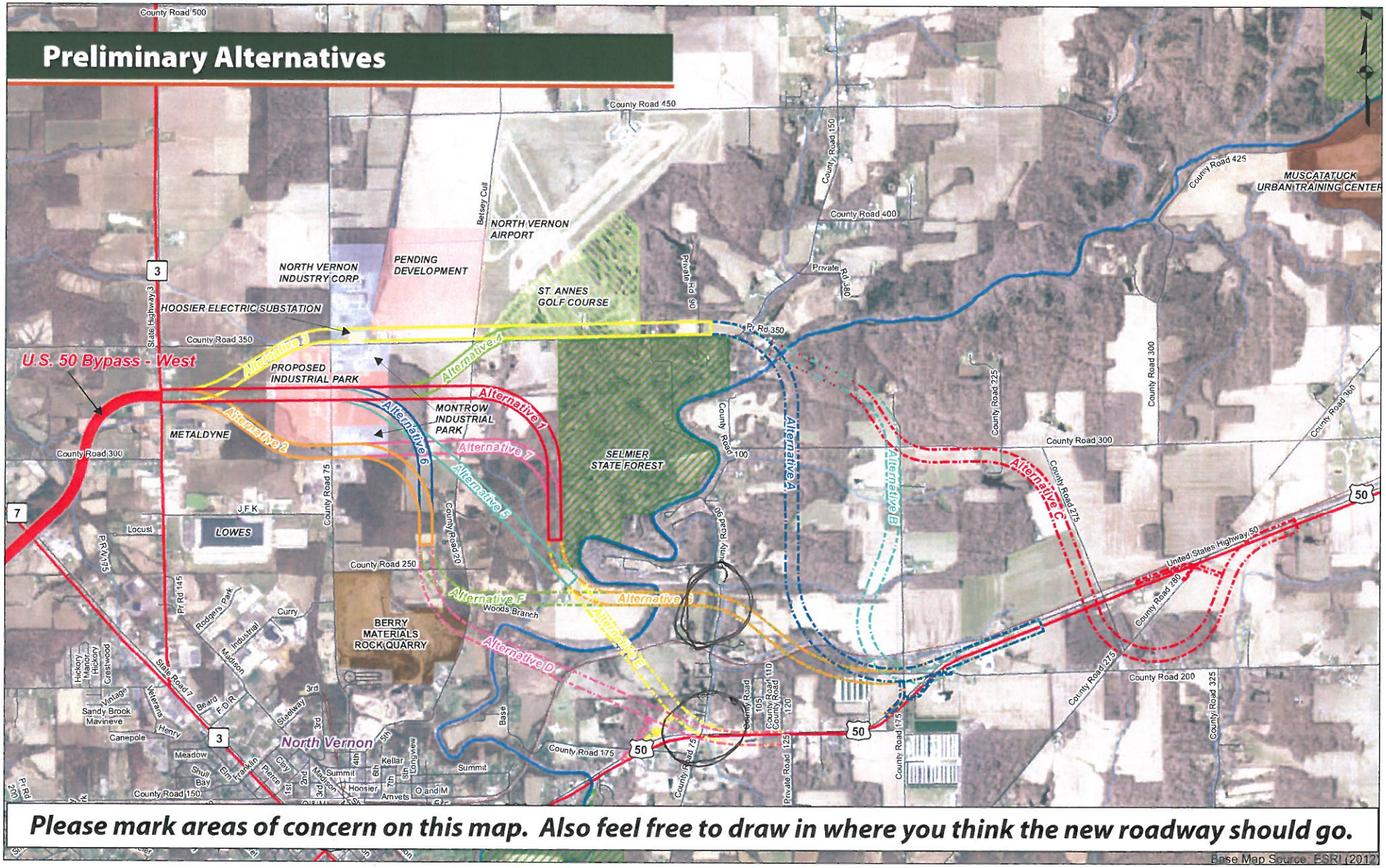

Please provide comments below.

IF ANY CLOSURE ON DEER CREEK ROAD OR AT THE INTERSECTION OF DEER CREEK ROAD AND HIGHWAY 50 RECOMMEND TO USE ALTERNATIVE 3 OR 4

Public Information Meeting

COMMENT FORM

Name: Robert Willis	
Organization:	
Address: 755 E. Private Rd. 270 N.	
City: No. Vernon	State / Zip: IN. 47265
Phone: 812-767-1696	E-mail:

Please provide comments below or on the map on the back of this form.

IF 4/4. D, E, F, or G will Dean Creek Road remain open and have access to 50.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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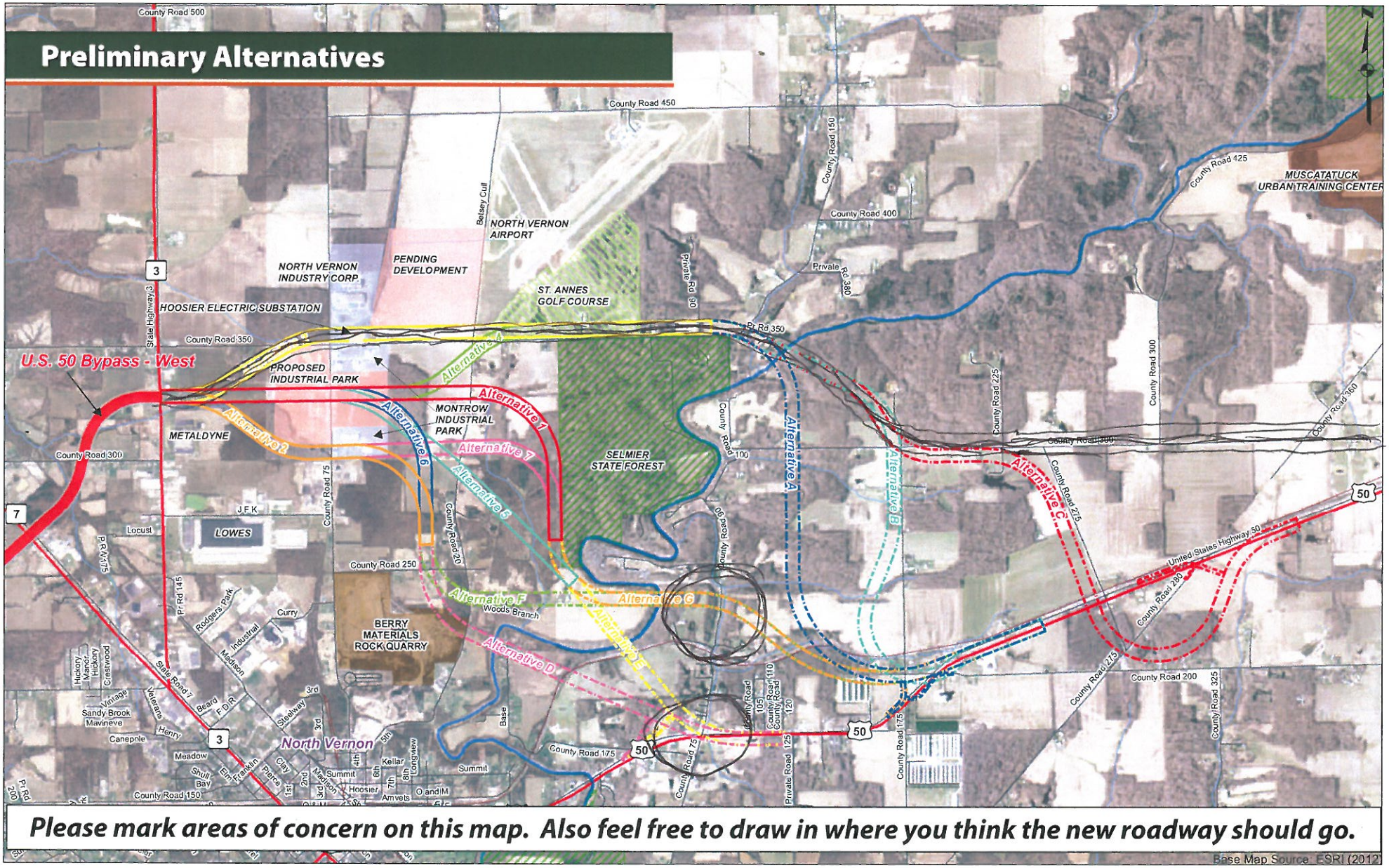

Please provide comments below.

CR 300 from the east to Alt B & C, to Alt. 3 & 4.

Public Information Meeting

COMMENT FORM

Name:	Mary Biddle		
Organization:			
Address:	3585 East US Hwy 50		
City:	North Vernon	State / Zip:	In 47265
Phone:	859-492-3733	E-mail:	mary biddle500@gmail.com

Please provide comments below or on the map on the back of this form.

This route is the farthest route outside of town.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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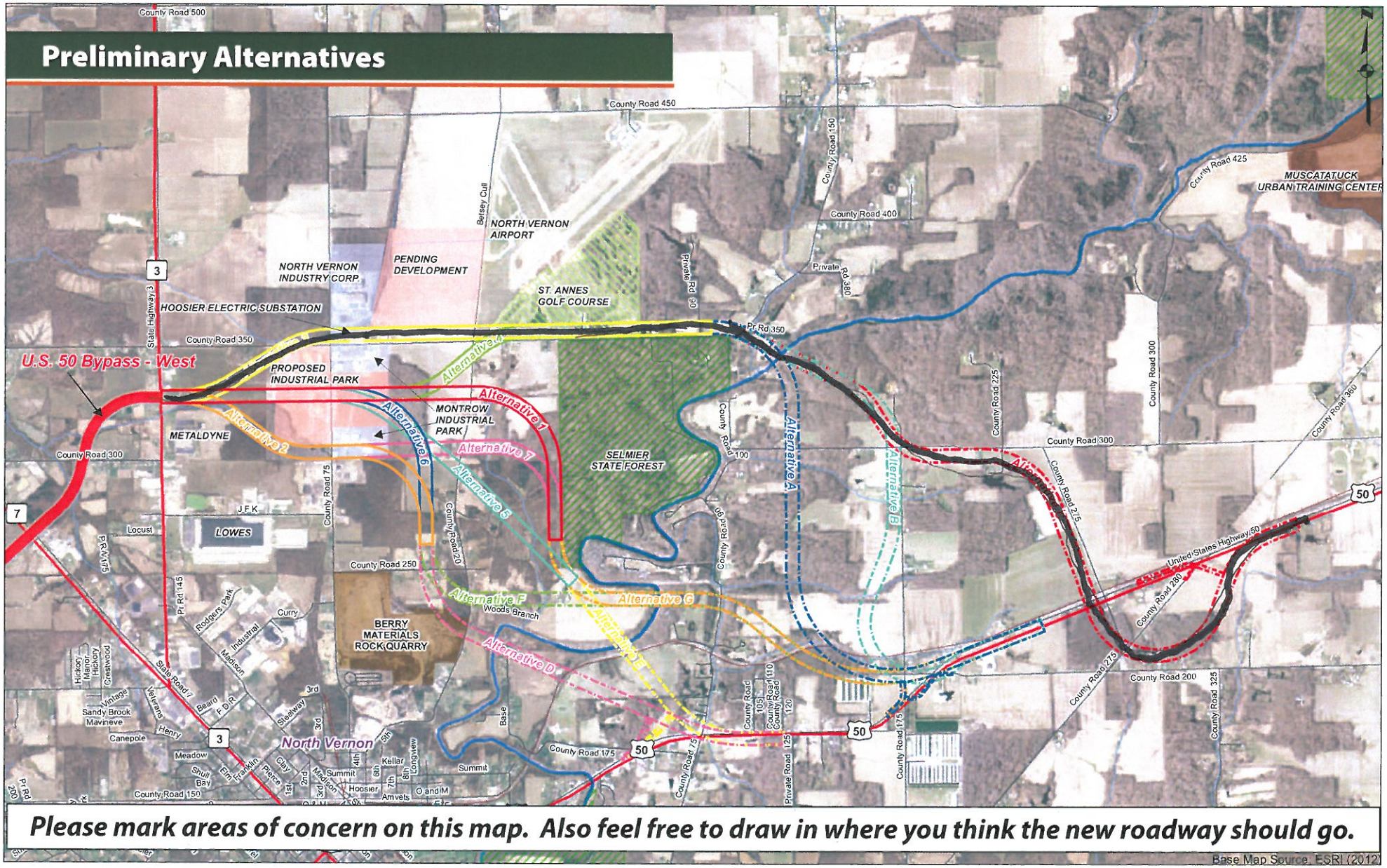

Please provide comments below.

Prefer Alternative C and 4 as marked above

Public Information Meeting

COMMENT FORM

Name: BRYAN E SOLOMON	
Organization: DEER CAMPGROUND	
Address: 5125 NAVAJO CT	
City: Columbus	State / Zip: IN 47203
Phone: 812-343-8616	E-mail: BRYANESOLOMON@GMAIL

Please provide comments below or on the map on the back of this form.

Protect Deer Creek Campground from noise and traffic

Prefer – Alternate 2 + D

OR

Alternative 3 + 4

Opposed definitely to #G + #F

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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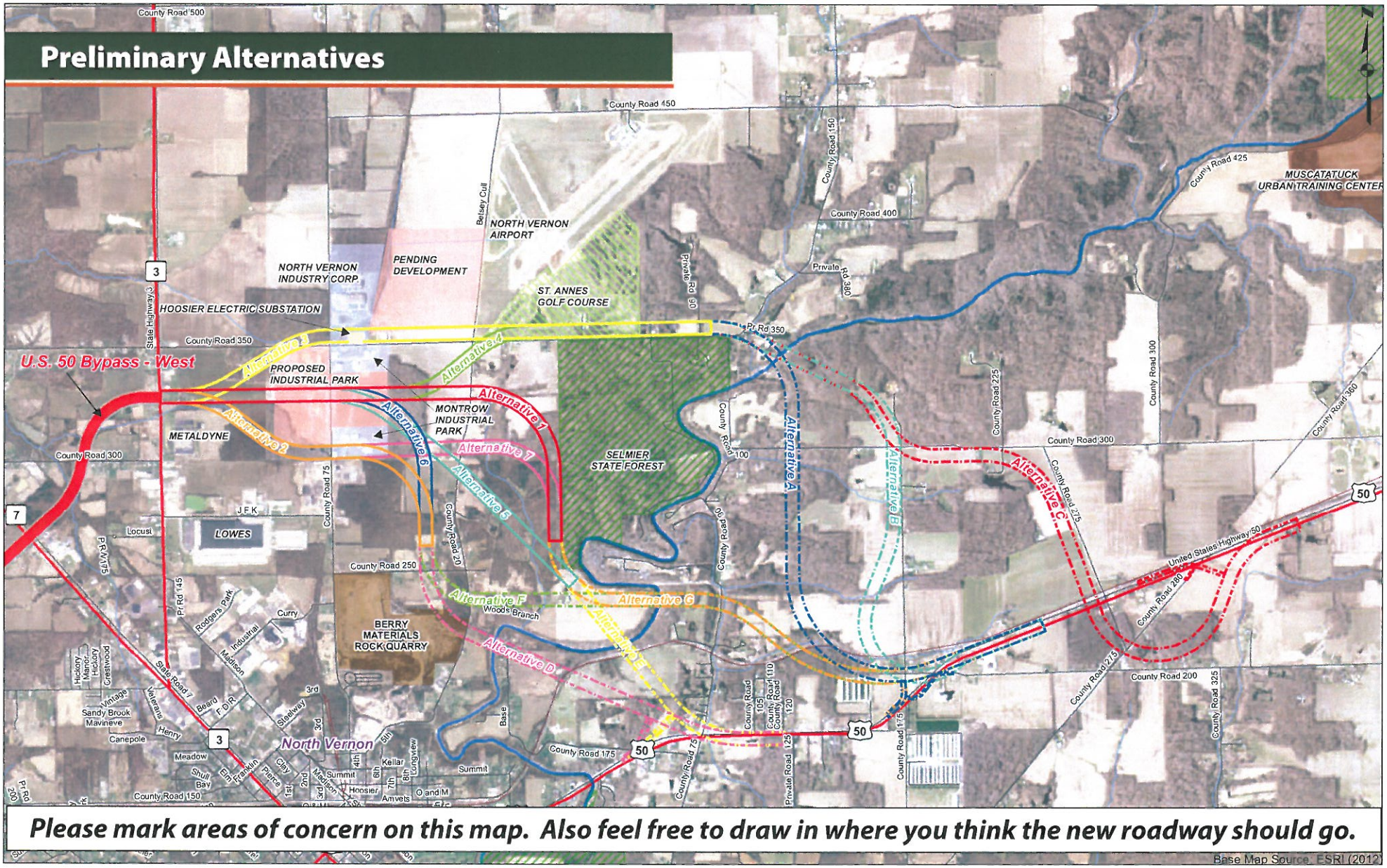
Preliminary Alternatives



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Rosemary Solomon	
Organization: Deer Creek Campgrounds	
Address: 5125 Navajo Ct.	
City: Columbus	State / Zip: IN
Phone: 812-343-8768.	E-mail: solomonrosie@yahoo.com

Please provide comments below or on the map on the back of this form.

Thank you for choosing:
Alternate 2 Alternate D or
Alternate 3 & 4 Alternate A, B & C
to protect Deer Creek Campgrounds from noise and traffic.

I am definitely opposed to
Alternate 5, C, 7, E, F, G
because I believe these routes would disrupt the tranquility of the family oriented campgrounds of about 60 camp sites.

Rosemary Solomon

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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Indianapolis, Indiana 46204

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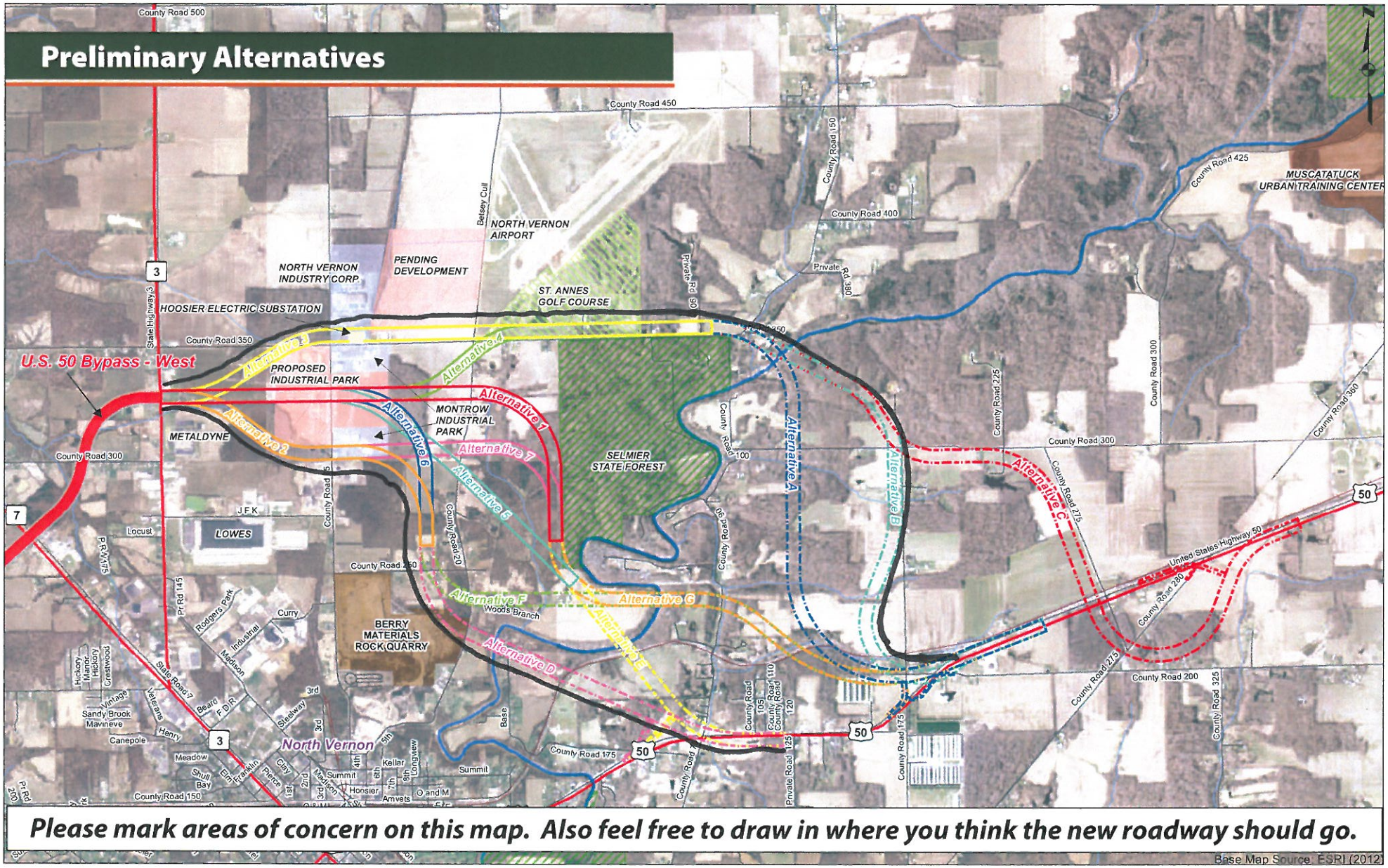

Please provide comments below.

Prefered routes marked

Public Information Meeting

COMMENT FORM

Name: Joyce Ruter	
Organization: ~~Rambler~~ Deer Creek Campgrounds	505 E. Private Rd - N. Vernon
Address: 115 N. Depot St. Brownstown	
City: Brownstown	State / Zip: In 47220
Phone: 812-498-3393	E-mail:

mailing

Please provide comments below or on the map on the back of this form.

Cont.

Most camp sites have invested over $5000 plus campers and leave campers there on a yearly basis.

Historical site (Underground railroad) on property!

Using Alternative D & E could hinder emergency vehicles and getting campers into campgrounds!

Wildlife includes deer, turkey, squirrels, chipmonks, many birds, bats, rabbits, ect.

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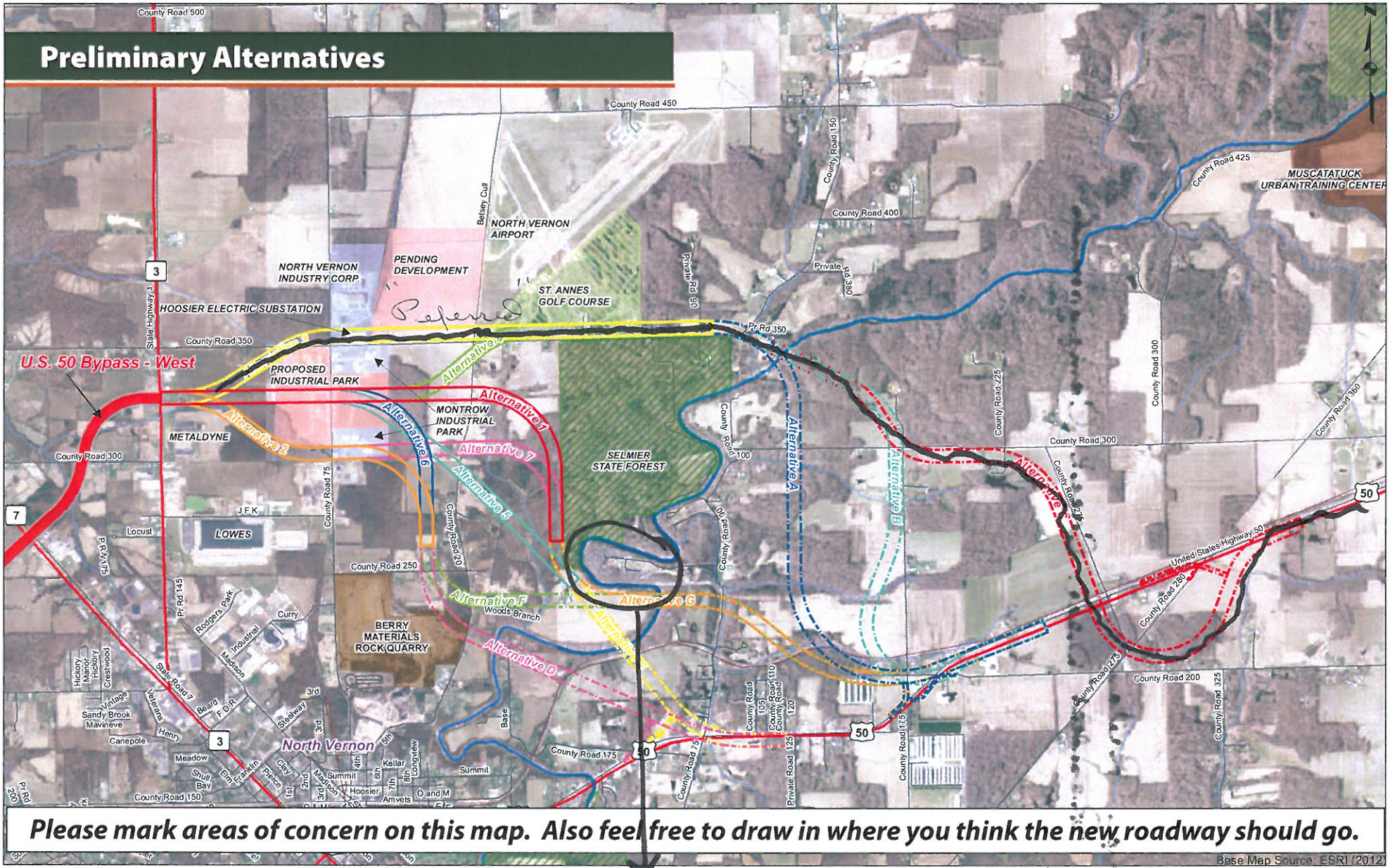

Deer Creek Campgrounds - over 100 sites

Please provide comments below.

I feel that alternatives A - B - C will provide a better ~~growth~~ growth expansion for North Vernon

Also feel that putting a road next to a [redacted] recreation area which homes over 100 camp sites would ruin the wildlife, and natural area setting.

over

Public Information Meeting

COMMENT FORM

Name: Joseph Wayt	
Organization: Deer Creek Campgrounds - 505 E. Private Rd N. Vernon	
Address: 115 N. Depot St. (Mailing)	
City: Brownstown	State / Zip: In 47220
Phone: 812-498-3393	E-mail:

Please provide comments below or on the map on the back of this form.

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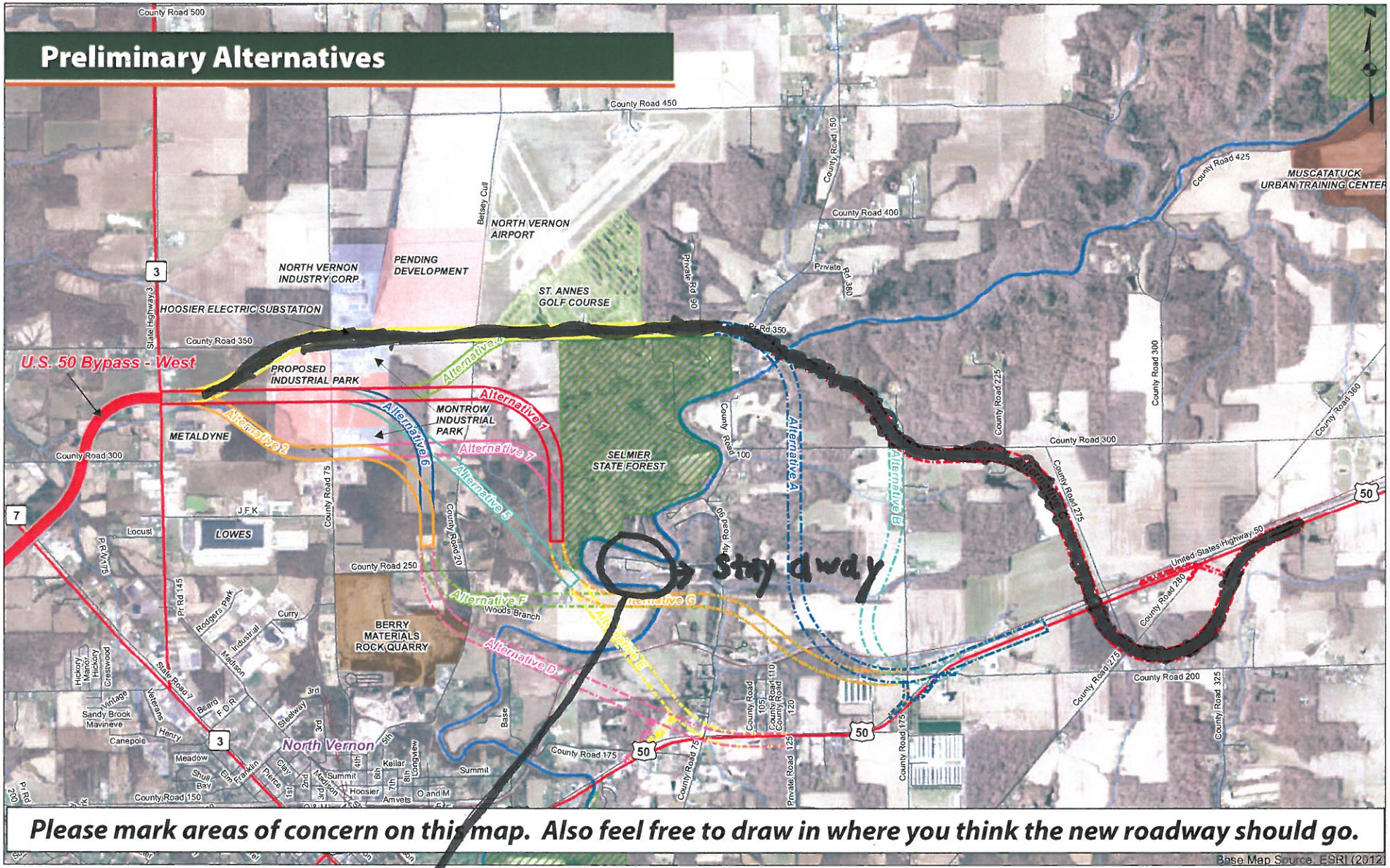

Please provide comments below.

Campground

[redacted] need to keep noise away form the campground

Use Alternative 3 and C

Public Information Meeting

COMMENT FORM

Name: Gerald Ruton	
Organization: Deer Creek Campgrounds 505 E. Private Rd N. Vernon	
Address: 115 N. Depot St. (Correct mailing)	
City: Brownstown	State / Zip: In 47220
Phone: 812-216-0748	E-mail:

Please provide comments below or on the map on the back of this form.

(Cont)

Alternative 3 and C would better serve the airport and military facility & future expansions

Underground railroad site (historical) on site!

Changing deer creek road ~~access~~ deer could hinder getting campers to campground and emergency vehicles.

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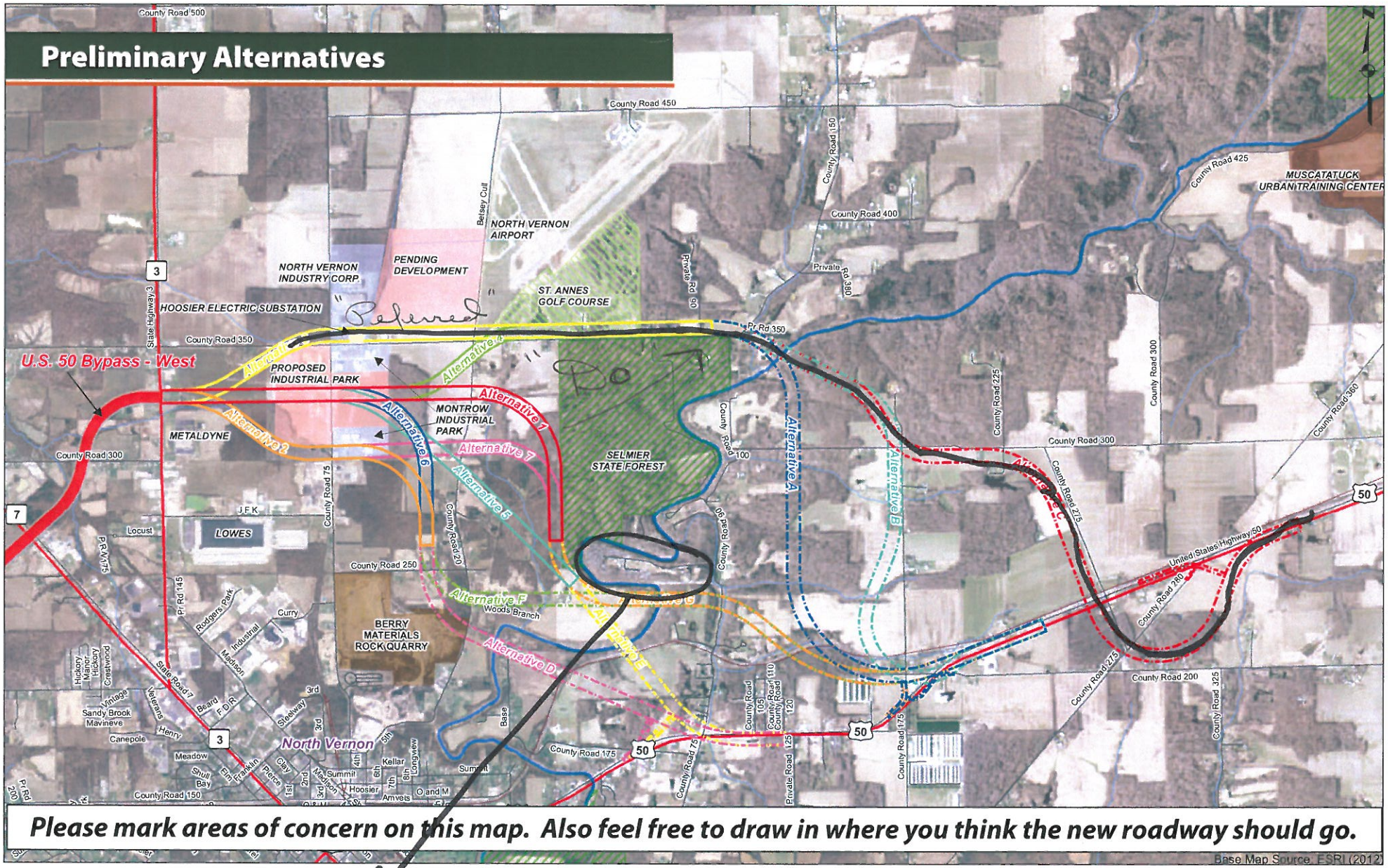

Please provide comments below.

100 - Camp sites

Deer Creek Campgrounds - Putting a road next to the campgrounds would hurt the wildlife, pollute with noise + hurt value of our investments. There is no other area as nice as our camping grounds to ever go to! Economic growth will be better served by putting by-pass (miles) away farther from N. Vernon

Public Information Meeting

COMMENT FORM

Name: Bruce Dailey	
Organization:	
Address: Deer creek camp ground.	
City: North Vernon	State / Zip: In D.
Phone:	E-mail:

Please provide comments below or on the map on the back of this form.

it would Be nice if you could take ground that would not wood pepol that Does not take Rec and Kid and family that Sleep pepol Dos and like a big family style plus take in consertus that this would take a big part out of a lot of line that love to be around pepol Thank for taking time on to read and go arond the camp groud.

Thank-

Bruce Daily

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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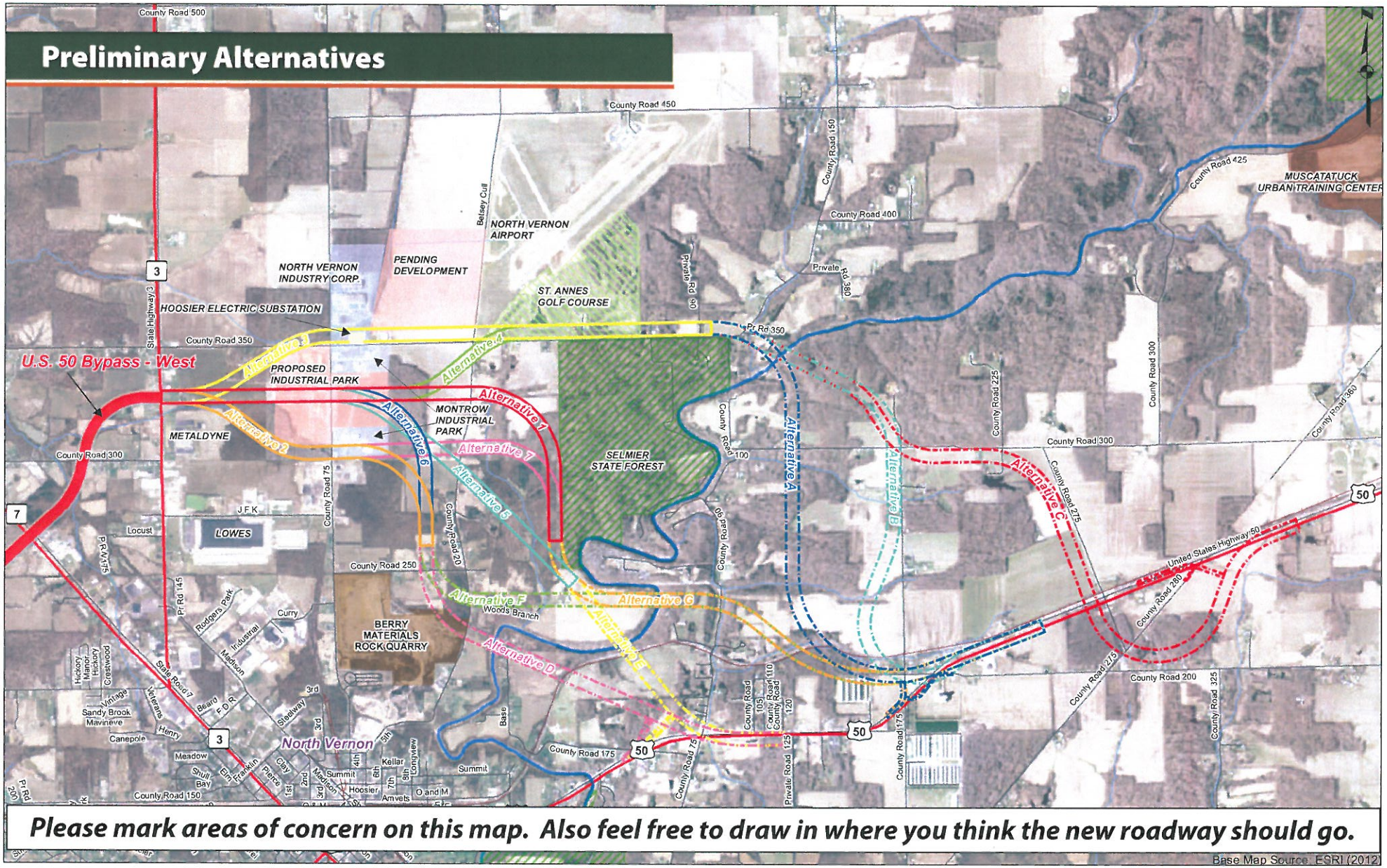

Please provide comments below.

Please try your best to go around the corp ground if all possible.

Thank You.

Public Information Meeting

COMMENT FORM

Name: Pat Dailey	
Organization: DEER Creek Campground	
Address: 1922 Gilmore St	
City: Columbus	State / Zip: In. 47201
Phone: 812-343-4819	E-mail:

Please provide comments below or on the map on the back of this form.

Alternative C is best for Our Need. This Campground is home To Sereral (- 6 mon. out of the year and vacation spot to many Others. Family orented and private. Please Consider This When Making Your decisions.

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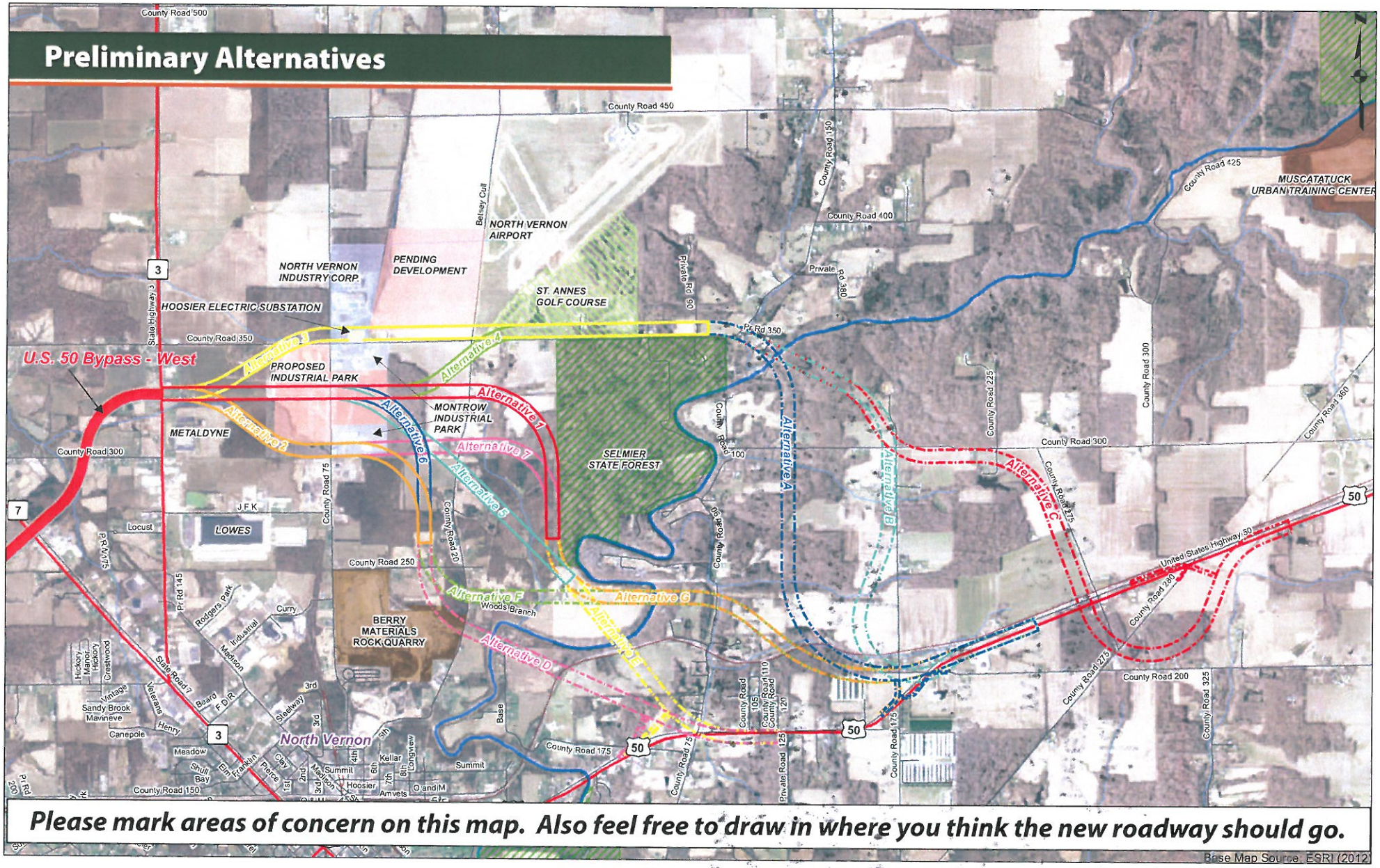

Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Chris & Darlene Burnett	
Organization:	
Address: 720 E. County Rd 350 N.	
City: North Vernon	State / Zip: IN 47265
Phone: 812-346-6781	E-mail: bikersdepotnv@yahoo.com

Please provide comments below or on the map on the back of this form.

Shortest, Least expensive overall cost route
Seems to make the most sense to me

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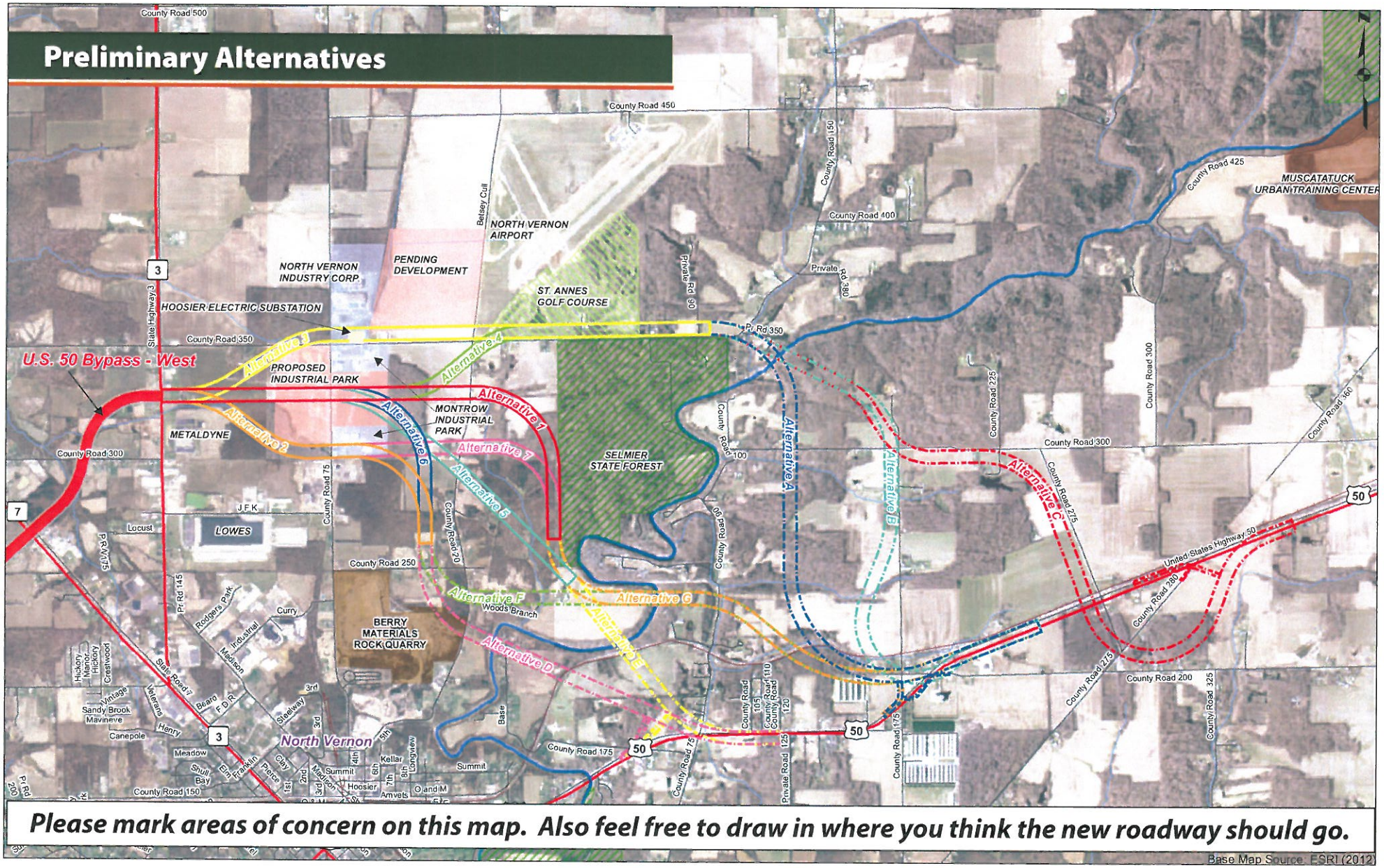

Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: MAURICA ASKEW	
Organization:	
Address: 680 E. Co. Rd 350 N	
City: North Vernon	State / Zip: IN 47265
Phone: 229-938-2079	E-mail: ricask@yahoo.com.

Please provide comments below or on the map on the back of this form.

It seems that the shorter routes, such As 5E or 5G, would make more sense. They Are A more direct route to 50 and would impact less homes. It seems that the one larger bridge on the 5E route makes more sense than multiple smaller bridges.

I do have concern with the route 3 and 4, due to no Access to homes Accross Selmar. If homes Are just outside of the route yet not taken, how do we get to our homes? My family owns the 50 Acres Accross from Selmar, next to the Golf Course. I just built my home + moved in in October + have the 2nd Addition planned in the spring. Please advise ASAP if route 3+4 is decided upon.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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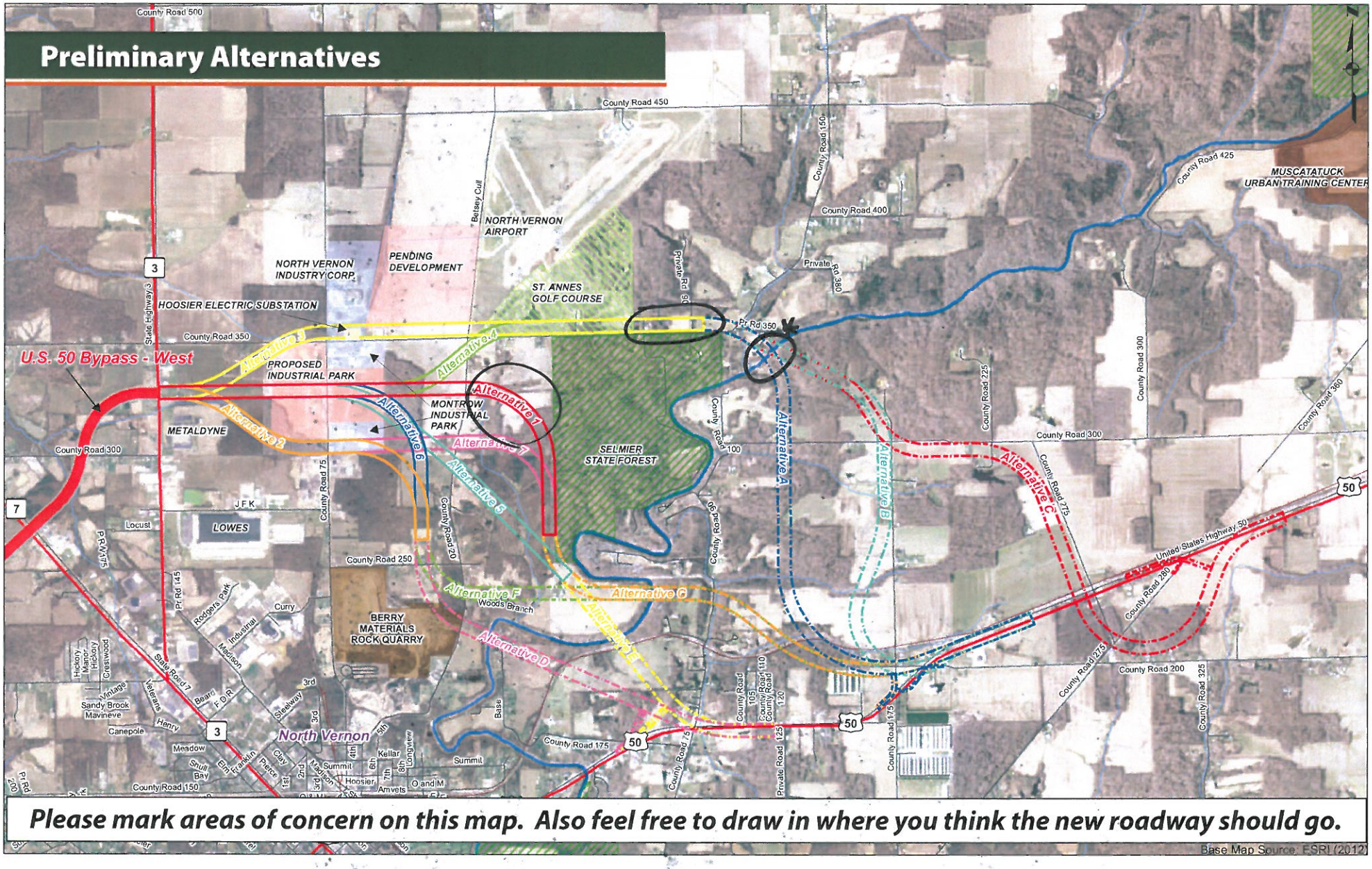

Please provide comments below.

* Concern

Public Information Meeting

COMMENT FORM

Name: BETTY CREECH	
Organization: BRANCH FARM	
Address: MAIL: PO Box 659, N. VERNON IN	
City: 7SE, PR 235N, N Vernon	State / Zip: IN 47265
Phone: 812-346-5355	E-mail: bcreech@seidata.com.

Please provide comments below or on the map on the back of this form.

— LETTER ATTACHED —

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

From: Betty Creech (Woods Branch Farm)
Mailing Address: P.O. Box 659, North Vernon, IN 47265
Physical Address: 75East, Private Road 235 North, North Vernon, IN 47265
Phone: 1-812-346-5355
e-mail: bcreech@seidata.com
Date: September 6th, 2012

To: Indiana Department of Transportation
Division of Environment, Planning and Engineering
100 North Senate Avenue, Room N901
Indianapolis, Indiana 46204-1228

I am Betty Creech – I live on the Woods Branch Farm, on the Muscatatuck River just above the North Vernon City Dam, which creates the reservoir for North Vernon's water supply.....said reservoir wraps around three sides of the farm. The river remains mostly at a consistent pool level – very little movement, only in heavy rains. In fact, water is released from the Brush Creek Reservoir - upstream in the Butlerville area - several times during the summer months to even sustain a pumping level. The water is between 10 and 12 feet deep here at the mouth of Woods Branch, and lessens to 3 and 4 feet to the back side of the farm. The first riffle is up in the Selmier area.

I am attaching a topographic map to show you the area. I obtained this map from the Soil Conservation Office.....each line represents a 10 foot elevation. The maps we are being shown are flat maps – photographed from the air – and do not show the true lay of the land. Looking at the map, you can see that Woods Branch Valley starts just south of the road running between the north side of Selmier's and the Airport (Road 350) This valley picks up all drainage from there, west to Road 20 (which is the road from North Vernon north to the Airport), and east to the eastern slopes of Selmier Forest. EVERYTHING that is dropped to the ground from this area – whether it be from the roadway itself to the rain that will wash it all off – comes down the valley, into Woods Branch and ultimately into the reservoir. This whole valley floods during rains, and all is washed clean! The valley is a catch basin for the reservoir from the whole region.

After crossing the valley, looking east across the cropland field, we have worked with the Soil Conservation Service and established grass waterways. This part of the farm is sandy loam and washes easily. We filled in gullies that we were afraid of turning a

tractor over in, if we got too close. We dug up sod from the top of the hill and re-sod some of the waterways. Most of this drainage comes into Woods Branch, and the rest into the river itself. We have established a grass waterway around the perimeter of the field to keep it from washing in to the reservoir and keep it mowed – you can drive around the edge of the river. I shudder to think what would happen IF and WHEN they get dozers on these hillsides, into this sandy soil, where it is all going.

Hoosier Energy put new lines through the farm a few years back, and we worked with them very closely as they had heavy equipment on the hillsides. They mulched their tracks, reseeded, and when they left, left very few footprints.

We had a major fish kill here on the river a few years back. Dead fish were floating up around the farm. EPA was here immediately, and an outside company was called in to clean up the river. One of the first things they did was build a straw dam across the mouth of Woods Branch as we had cattle on the farm at the time, and they were cautious about poisoning the cattle. I asked one of the men working on the river what they were finding, and he said they were suspicious of black-top material. A Black Topping Company had set up a temporary mixing operation in the northern part of the Quarry, and he said they had NOT had a spill, but perhaps where they had been loading, and driving through, the residue had gotten onto the roads.... We had been going through a dry spell, then had a washing rain. The drain from this area of the Quarry is just feet below the mouth of Woods Branch. No determination was made. By the way, this man told me that in clean-up operations, they frequently saw contamination being caused by black-top, sometimes roadways, sometimes just a driveway. Bottom line – the cattle were protected, they did not drink the water, but the people in North Vernon unknowingly did.

We have had Environmentalists on the farm checking for Endangered Bats and Architectural Sites. But the biggest environmental issue is not being addressed – CARCENOGENS in the drinking water. We are showing a proposed major highway crossing at least a mile of drainage directly into the North Vernon's water supply. There will be residue from antifreeze, gasoline, oils, diesel fuel, fumes – all settling on the roadway. When a trucker puts on his brakes on an 18 wheeler, he will leave a rubber residue on the road. And when a rain comes, it will all wash off – into the reservoir. When they spray the roadway in the winter for ice with the salt solution – the people in North Vernon will drink it.

And as for the possibility of a Hazardous Liquid Spill, the way these spills are handled is with a dam of straw. There is no way the river can be dammed in this area. It is too wide and too deep. And by the time help could be called in, the spill would already be dispersed in the reservoir. To manage this kind of a problem they would need to be above the reservoir, above the riffles to create a dam, and the first riffle is quite a distance up in Selmier's.

Last, let's look at COST. As I understand, INDOT is looking for the cheapest route. Looking at the flat maps, it looks like a straight line, few houses, a cleared crop field, and a bridge across the river. BUT - if they follow the power lines to cross the river – going east – they would have to start the bridge back in the field, as the river floods in the lowland here, and to make the incline (looking at the Topo Map) – you can see a difference from 650 ft. to 750 ft. - a 100 ft. elevation. Also, there is a bend in the river here, creating a longer distance, consequently a longer bridge. Not only that, my neighbor across the river has built an up-scale house recently, in line with the would-be roadway.

Your other proposal across this field is veering to the south and crossing the river in that direction. Again, looking at the Topo Map, you can see this same 100 ft. elevation from the river's edge on the farm's side of the river, to the top of the hill on the other side of the river. Here again is a solid rock bluff to encounter – also, there is a railroad track running parallel with the river on top of this bluff, that they would have to either go over or under. This bluff is straight up and down – they would have to start back in the farm's field a distance to make the incline. Plus, the river is quite wide in this area, so the need for a long bridge.

Think about ANOTHER bridge. Woods Branch Valley would have to be bridged. Looking at the Topo Map, you can see elevation lines across this area going east to the cleared field from 750 ft. to 650 ft., a depth of 100 ft. This area would have to be bridged, and the valley is quite wide……. the whole valley floods during a heavy rain. In fact, the water here gets so swift that it is dangerous, as it drains the hillsides from the Airport Area, to the river itself.

Of course we hate to lose our farm – and it will be decimated, as the proposed highway will go lengthwise through the middle, destroying 60 acres of prime cropland – the farm's income. Also, a pond that the Soil Conservation Service developed from an old Indian Artesian spring on top of the hill, in back of the barn, with underground lines to the barn area (all gravity fed), also the huge barn that was moved from the

Jefferson County Proving Ground in the 40's – the timbers are pegged together. We have covered the barn, re-roofed, and kept it in good condition. Also, the original old farm house, built back in the 1800's – the Woods Brothers' house – which we have kept up, painted, re-roofed……a Jennings County landmark.

To my knowledge no one has physically been on the farm looking at these proposals…only making their determinations from aerial photos onto flat maps. I welcome persons from INDOT – or any other agencies involved – to come to the farm and substantiate these facts…..a 4-wheel vehicle would be advised. I do ask that I be called or notified when someone is to be on the farm.

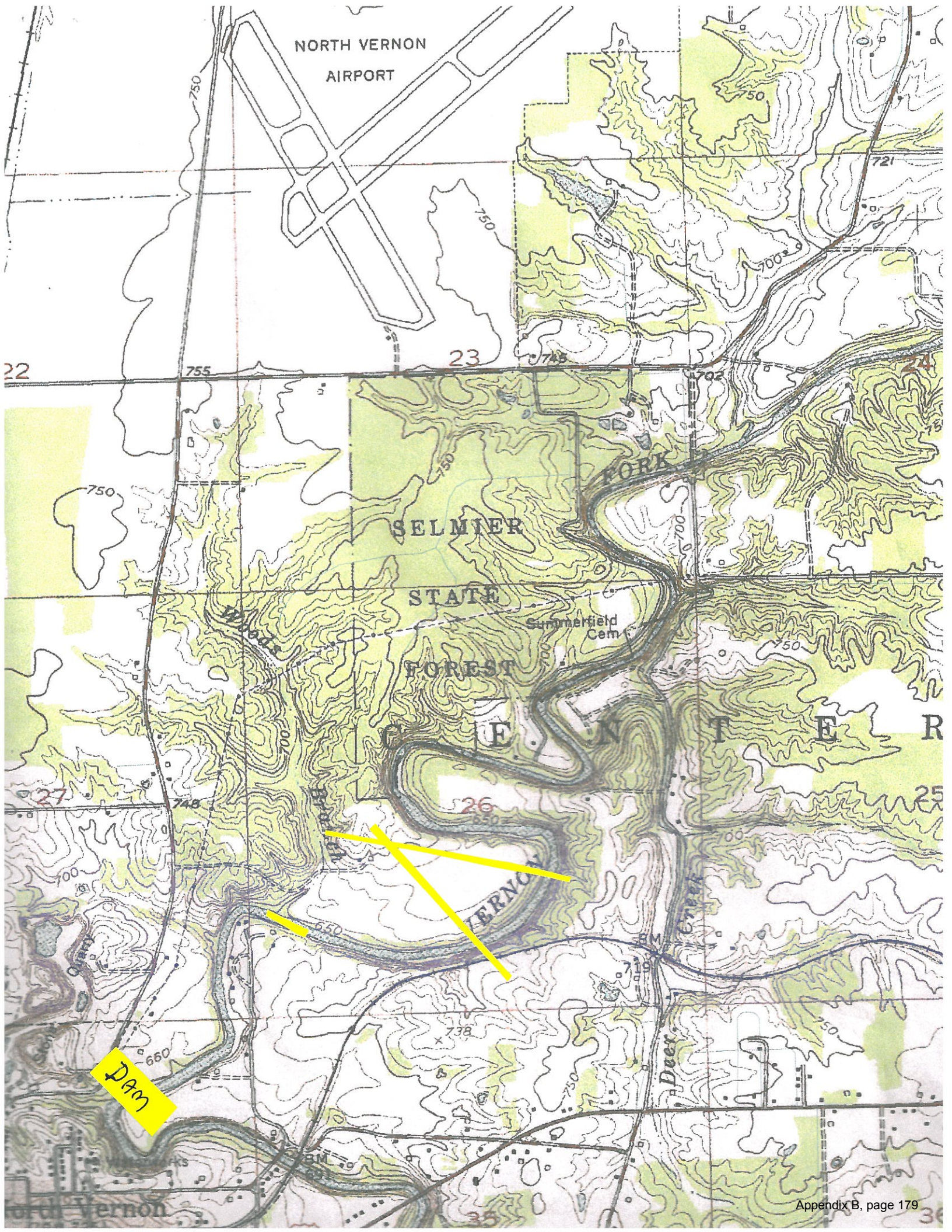
To close, I hate to think of losing the farm to the highway, but the ultimate losers will be the people that drink the water from North Vernon's Reservoir - this is the City's only source of water.

Thank you for your informative meetings – we only have one chance to get this right and hopefully you will consider North Vernon's drinking water.

Respectfully submitted,

Betty Creech

Betty Creech


NORTH VERNON
AIRPORT
SELMIER
STATE
FOREST
FORK
Summerfield
Cem
Deer
Creek
Dam
North Vernon
22
23
24
25
26
27
755
748
738
721
750
700
650
660

Saturday September 1, 2012

TO: Mr. Dan Prevost, AICP CTP

FROM: Deer Creek Campground Community

Dear Sir,

We were recently made aware of several alternate routes being considered for the east section of the new bypass around North Vernon. We understand the importance of this bypass and are in no way against it being built. However, at least one of those options may directly impact the tranquil environment we have worked so hard to build here at Deer Creek Campground. It is our understanding that Alt 1 into Alt 5, option #1 according to the North Vernon Plain Dealer, will run parallel to the Muscatatuck River and through the Bill Maschino property. There are 100 plus camp sites in the campground and all but 3 of those sites have campers set up on them. While this option does not directly run through the campground itself, it is our understanding it will be very close and in fact may go through Bill Maschino's house. With that being said, we believe there are several factors that you may want to consider with this option.

1. Relocation – Mr. Maschino owns Deer Creek Campground and these routes may require him to relocate to an area that may provide less accessibility to the campground.
2. Noise – Traffic noise will be higher and more regular thereby disrupting the peace and quiet we currently enjoy.
3. Environment – With these options, there may be a greater risk of trash from careless motorists being either thrown or blown into the Muscatutuck River that encircles the campground.
4. Air Quality – There may be an increase in exhaust fumes from both gas and diesel powered vehicles due to an increase in traffic volume.
5. Public Parks and Recreational Areas – Because Deer Creek Campground is a recreational area it is quite possible Mr. Maschino's business may be negatively affected.
6. Historic and Archeological resources – There are historical sites in close proximity to these routes which may be negatively affected either by decreased public accessibility and/or the destruction of land surrounding the sites.
7. Wildlife – The presence of a variety of wildlife such as turkey and whitetail deer may be negatively affected with the destruction of their natural habitat in this area.

Furthermore, we have several fixed income families who reside at the campground during the summer months whose health may be affect by increased air pollution. In conclusion, we believe Alt 3 into Alt 4, option #2 according to the North Vernon Plain Dealer, makes more sense and according to aerial photos may be less disruptive to local property owners and the environment.

Thank you,

Deer Creek Campground Community

Signature	Print Name	Lot#
	JOHN HILLEN	B27
Kathryn L. Hillen	Kathryn L. Hillen	B27
Joan Elsner	Joan Elsner	~~B30~~
Julie Pheglay	Julie Pheglay	B30
Ed Pheglay	Ed Pheglay	B30
Myla Boggs	Myla Boggs	A10
Evan Boggs	Evan Boggs	A10
Thomas Lusk	Thomas Lusk	A21
Tom Beeman	Tom Beeman	A30
Pam Beeman	Pam Beeman	A30
Dixie Franklin	Dixie Franklin	A1
Dennis Franklin	Dennis Franklin	A1
Connie Hull	Connie Hull	C28
Shirley R. Stigdon	Shirley Stigdon	
Edwin D. Stigdon	Edwin Dale Stigdon	
Melany Smith	Melany Smith	C21
Mark Smith	MARK SMITH	C21
Courtney Smith	Courtney Smith	C21
Justin Smith	Justin Smith	C21
Lori Lynch	Lori Lynch	C22
Mark Lynch	Mark Lynch	C22
Libby Warner	Libby WARNER	A-26
Dick Warner	Dick Warner	A-26
Mary Lusk	MARY LUSK	A-21
Beverly Calhoun	Beverly Calhoun	B-13

Terry Hull	Terry Hull	C28
Stan Calhoun	STAN CALHOUN	B13
Jan Bo—	Jan Boram	B-28
Shonda L Bainter	SHONDA L. BAINTER	B-28
Peggy J Helman	PEGGY J HELMAN	B-23
Roger Helman	Roger Helman	B-23
Tonja Castetter	TONJA CASTETTER	B-22
John Castetter	John Castetter	B-22
Ann Young	Ann Young	B10
Tom W. Young	Tom W. Young	B10
Pat Bailey	Pat Bailey	A-31
Bruce Bailey	Bruce Bailey	A-31
Bobby Owens	Bobby Owens	C-8
Rhonda Owens	Rhonda Owens	C-8
Brittany Owens	Brittany Owens	C-8
Peyton Owens	Peyton Owens	C-8
Shawn Kelley	Shawn Keller	C-8
Nicholas J Flack	Nicholas Flack	C-3
Dina Flack	Dina Flack	C-3
Judy Finch	Judy ~~Reed~~ Mabley Finch	B-25
Cody Finch	Cody Finch	B25
Kelsey Pruitt	Kelsey Pruitt	B25
Kurt Massey	Kurt Massey	B25
Della Barton	Della Barton	33
Ben Barton	Ben Barton	33
Joyce Rutan	Joyce Rutan	A-10
Gerald Rutan	Gerald Rutan	A-10
Tom Harlow	Tom Harlow	
John Marshall	John Marshall	
Billy Boggs	Billy Boggs	A-7
Kathy L. Suit	Kathy L. Suit	
Michelle Gambrell	Michelle Gambrell	
Kenny Gambrell	Kenny Gambrell	
Kacey Gambrell	Kacey Gambrell	
Kensley Gambrell	Kensley Gambrell	
Jim Losey	Jim Losey	A-32
Tammy DeSpain	Tammy DeSpain	A-32

William B. Ray 8/30/12

Virginia S Ray 8/30/12

Richard Gibson 8/30/12

Linda Gibson 8/30/12

Karol Galloway 8/30/12

Meredith Spencer 8/30/12

Christa Charles 8/31/12

Mike Bailey 8/31/12

Kimberly Galbraith 8/31/12

Thomas J Galbraith 8/31/12

Ellen Charles 8/31/12

Mackenzie Charles 8/31/12

Judy Eberhardt 8/31/12

Marvin Eberhart 8/31/12

Betty J Rutan	Betty J Rutan	A16
William E Rutan	William E Rutan	A6
Sherry Grimes	Sherry Grimes	B21
Bobby L Grimes	Bobby Grimes	B21
Mike Fracker	Mike Fracker	A3
Faye Hill	Faye Hill	C26

Prevost, Daniel

From: Mark Davis [mdavis@windstream-inc.com]
Sent: Monday, September 10, 2012 7:40 AM
To: Prevost, Daniel
Subject: highway 50 bypass

Just a few comments on the eastern portion of the bypass. I would like to see the route going by Deer Creek Campground taken off the table. The campground is a nice quiet place for families and older folks to come and relax and enjoy there time visiting or just setting on their decks and enjoy the piece and quiet. I have already lost to the bypass once and will be enjoying more noise as I live on 300N. I hope to keep the quiet at the campground.
I would also ask you to stay off 350N and not tear up St. Annes Golf course. Many people enjoy St. Annes and it would be a shame to lose this golf course to this road. Thanks you for taking time to read this email. I know you have been catching all kinds of grief. Thanks and have a good date.

--
Mark Davis
Purchasing / Materials Manager
Windstream Technologies, Inc.
819 East Buckeye St.
North Vernon, IN 47265
812-953-1481 Ext 223

Public Information Meeting

COMMENT FORM

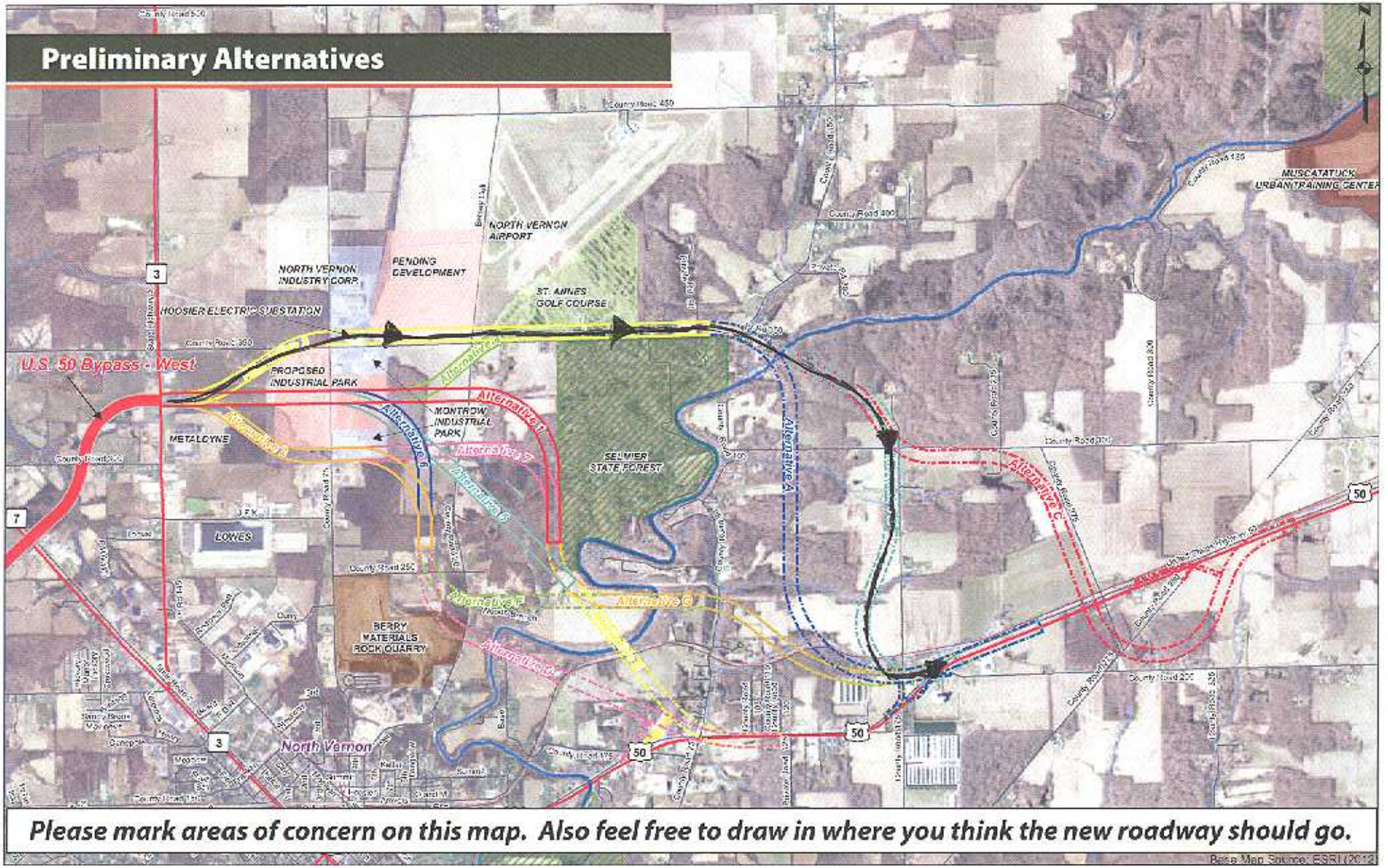
Name: MARVIN & Judy Eberhart	
Organization: Deer Creek CAmpground CAmpers	
Address: 6092 S. 425 W.	
City: Shelbyville	State / Zip: In 46176
Phone: 317-729-5052	E-mail:

Please provide comments below or on the map on the back of this form.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

We would like to see the Bypass go thru on Alternative 3 and Alternative B. (As drawn) This would cut down on noise around our Camp ground and the City. Also this Campground brings alot of revenue to North Vernon and you need this Rd out side of town to let North Vernon grow in the future. Thank-You for your Consideration,

Marvin & Judy Eberhart

Public Information Meeting

COMMENT FORM

Name:	Meredith S. Galloway		
Organization:	Occupant of Deer Creek Campground		
Address:	640 S. Main St		
City:	Martinsville	State / Zip:	Ind. 46151
Phone:	765-342-2632	E-mail:	

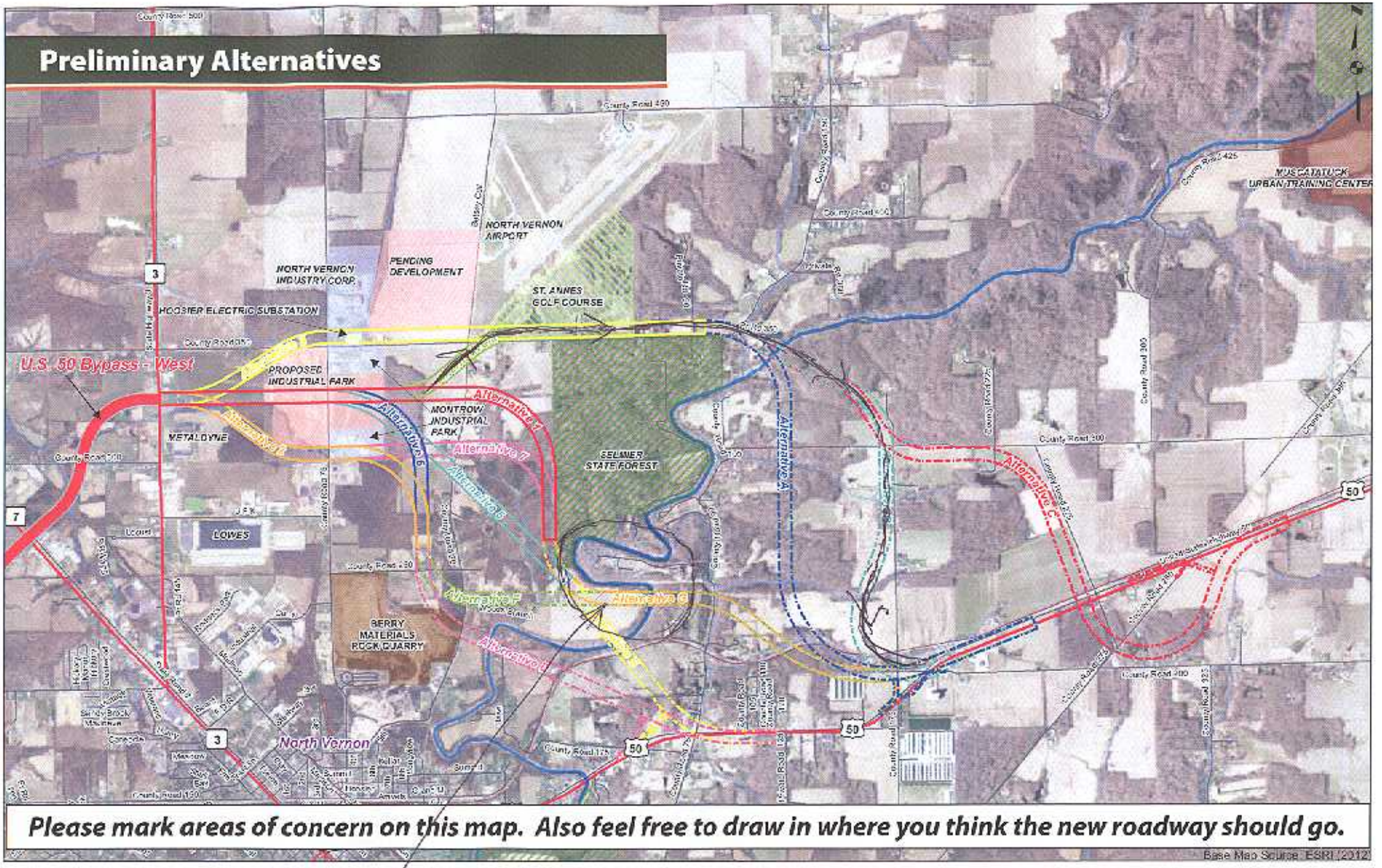
Please provide comments below or on the map on the back of this form.

The Route to use is the green alternate Route. It keeps the Traffic away from the city of North Vernon and also the noise. It would let North Vernon grow without a Major highway going through it. It would help out St Hopes Golf Course and creat a better access to the airport.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Circled Area of Concern – Deer Creek Camp ground. This camp ground was built over 20 years ago. Many families live here and have been here for 10 to 20 years. There is over 100 families living here that benefit the economy of North Vernon

Public Information Meeting

COMMENT FORM

RECEIVED
SEP 11 RECD

Name:	
Organization:	
Address:	
City:	State / Zip:
Phone:	E-mail:

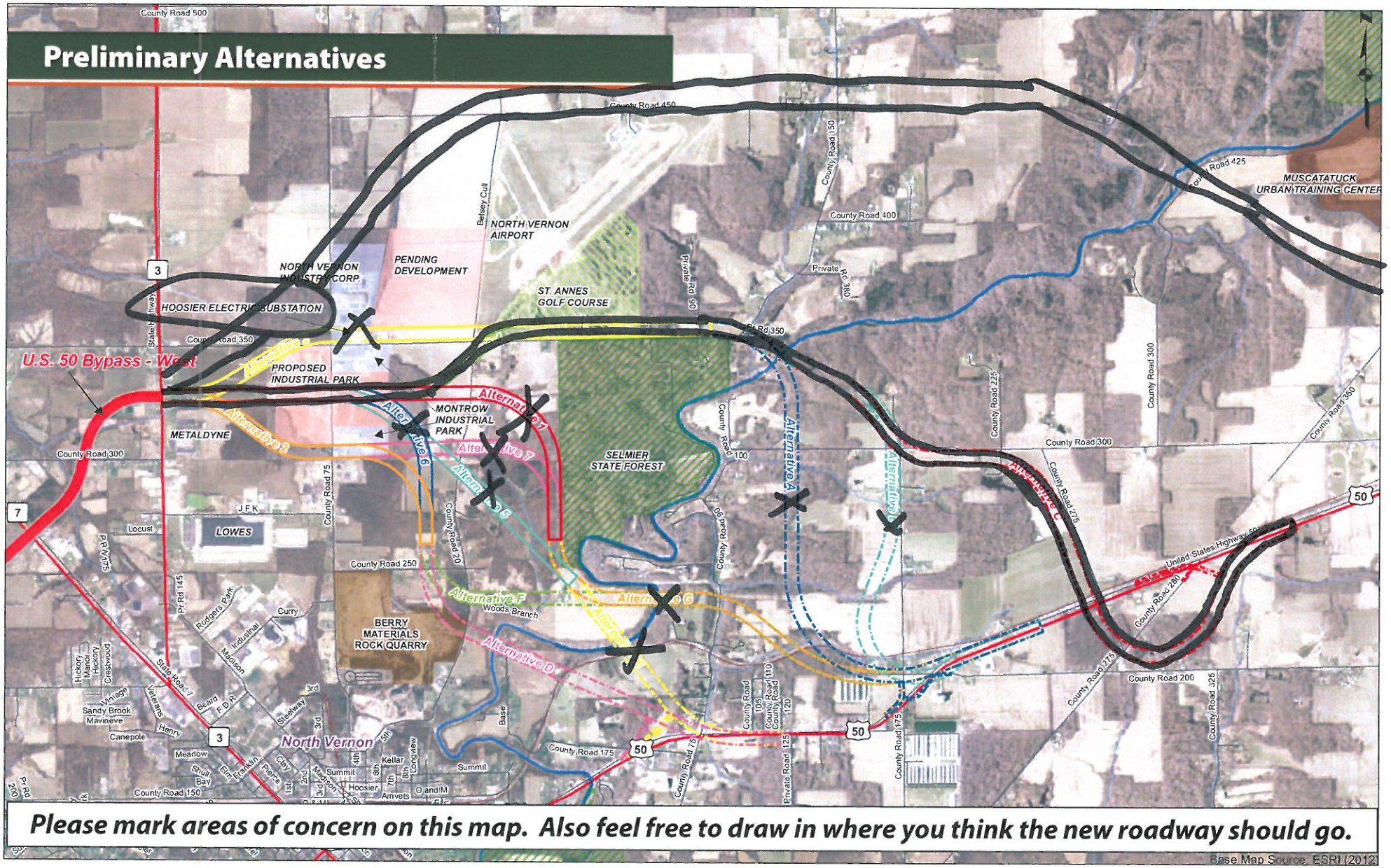
Please provide comments below or on the map on the back of this form.

Jerry L. and Mary E. Lane
932 Sycamore Street
Columbus, IN 47201

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

The objective of the Bypass is to move traffic more quickly and efficiently around North Vernon. Alternative 4C would support the maximum bypass and thus better achieve the goal. Looking forward, Alternative 4C would also provide more area for growth and postpone future modifications of Highway 50.

- Eliminate the necessity for relocation of the Hoosier Electric Substation that Alternative 3 indicates
- Avoid disturbance of the wildlife habitat and forested area adjoining Selmier State Forest that Alternatives 1 and 7 indicate.
- Maintain the serenity and quaintness of the Deer Creek Campground and surrounding area that Alternatives E,F, and G indicate.
- Appears, from aerial photos provided, to minimize the impact on existing homes.

Suggested Alternative Route not shown:

Extend the bypass to the north side of the existing Airport along the path of existing Co Rd 450 N which would afford better access to and a shorter route from Camp Atterbury to the Muscatatuck Urban Training Center.

Public Information Meeting

COMMENT FORM

Name: Bernie + Sue Ray	
Organization: Deer Creek Campground / 21 yr. campers	
Address: 306 State St.	
City: Elizabethtown	State / Zip: Ky 42701
Phone: 270-982-0855	E-mail: suerayfb@yahoo.com

Mr Prevost, **Please provide comments below or on the map on the back of this form.**

This alternate route should be used. This is a family community. All years of living here, we had paid property tax on Campers until changes made. Do not interrupt lives choosing the route they have chosen.

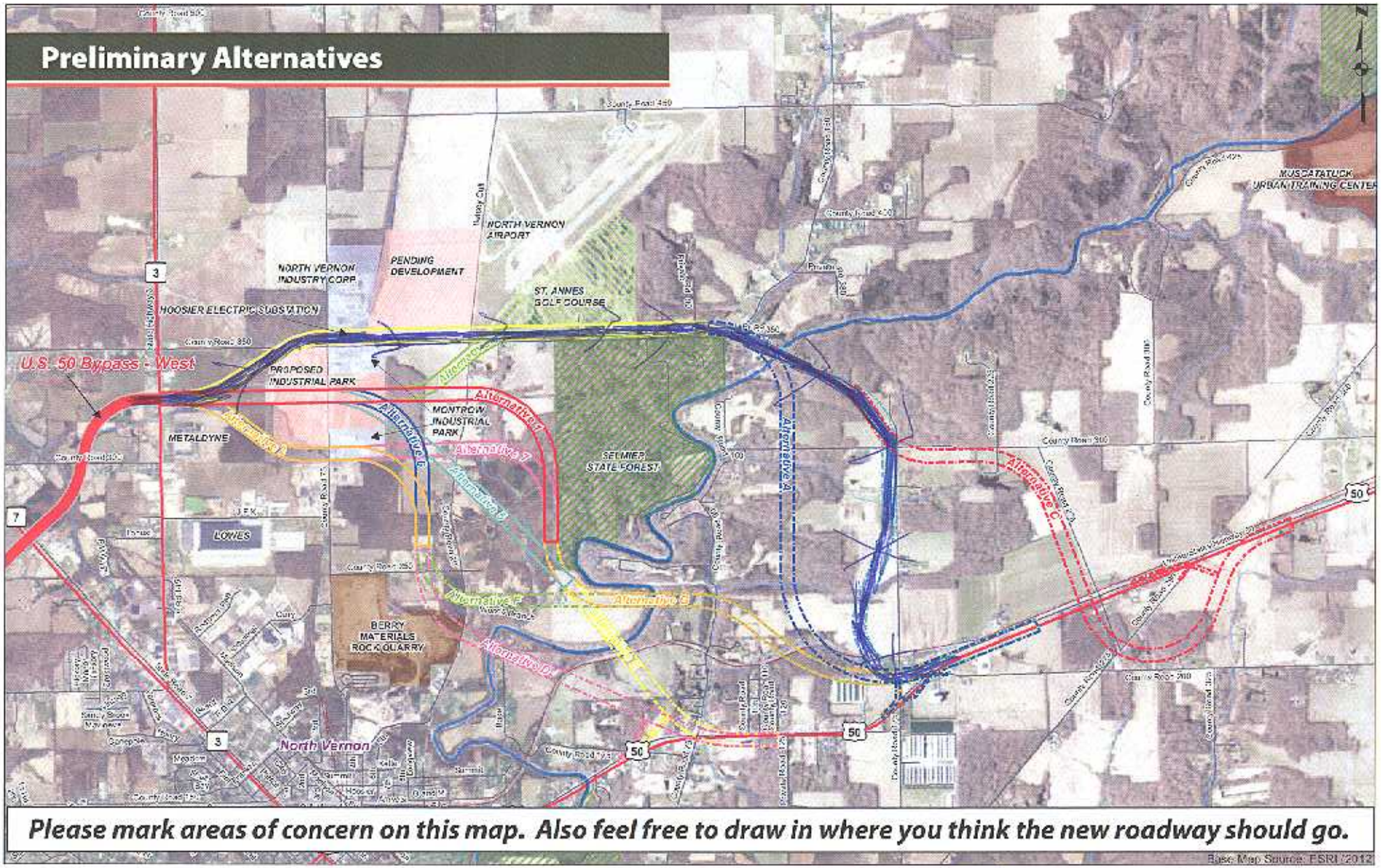
All of the campers buy groceries, gas in No. Vernon. Alot of revenue would be lost during, wildlife, environmental, and this would be a hardship on Bill & Kathy Mackins family. Please consider their lively hood or home being taken away. Should never happen.

Take the mess, noise, inconvenience + loosing family + friends! The other route

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com



Please provide comments below.

Thank You,

Deer Creek Campground! Campers:

Bernie + Sue Ray

Over

Prevost, Daniel

From: Harold Campbell [mayor@northvernon-in.gov]
Sent: Wednesday, September 12, 2012 1:59 PM
To: Prevost, Daniel
Subject: FW: Website: Comments

The Mayor wanted you to be aware of concerns for the below mentioned area in Jennings County. We did give her your email address, so she may contact you.

Thanks,

Joanne
Adm. Asst.

The Honorable Mayor Harold Campbell
275 E. Main Street
North Vernon, IN 47265

-----Original Message-----
From: jan-shonda@cinergymetro.net [mailto:jan-shonda@cinergymetro.net]
Sent: Tuesday, September 11, 2012 6:14 PM
To: mayor@northvernon-in.gov
Subject: Website: Comments

The following was submitted on September 11th, 2012 at 06:13PM (EDT).
HiQFormMail version 2.05 - 69.174.153.90 - http://northvernon-in.gov/contact.php

Subject: Website: Comments
Department: Mayor
Name: Jan Boram
City: Seymour
State: IN
Zip: 47274
email: jan-shonda@cinergymetro.net
Comments: Mr. Mayor,
Though I do not have a permanent residence in your town, I do have a camper that is permanent at Deer Creek Campground which is directly affected by the
US50 East Bypass project. I am requesting your help in preserving the home of Bill and Kathy Maschino, the owners of Deer Creek Campground. Their home may be taken/destroyed if one of the 2 routes are selected for this bypass.
We, the members of the campground, will not sit idly by to allow this to happen.

The wildlife at the campground will be impacted permanently by such traffic.
The fumes and litter along with the noise from vehicles would make an irrepairable impact on the deer, turkey, fish, eagles, other birds and bats that call that area HOME.

The Campground has roughly 100+ permanent campers. That is over 200 people who eat and shop at local stores. It would be a shame to remove those dollars away from your small and large business owners.

I look forward to your participation to ensure the Maschino home is saved as well as the campground is saved.
captcha: 2485
x: 37
y: 9

REMOTE_ADDR: 69.174.153.90

Prevost, Daniel

From: Jan Shonda [jan-shonda@cinergymetro.net]
Sent: Tuesday, September 11, 2012 6:32 PM
To: Prevost, Daniel
Subject: US 50 East Bypass North Vernon followup

Dan,
I am following up to the discussion from the September 6th meeting at the North Vernon Middle School. I requested a listing of the members of the advisory committee that is overseeing the East half of the bypass project.

As you may remember, I am a member of the Deer Creek Campground family. Our vested interested is in perserving the home of the campground owners, Kathy and Bill Maschino, as well as, keep the serenity of the campground intact.

Could you please send the Advisory groups names and contact information by Friday so that I can pass this information along to the Deer Creek family?

Thank you for your time,
Jan Boram

RECEIVED
SEP 11 REC'D
BY

Public Information Meeting

COMMENT FORM

Name: Edwin D. Stigdon	
Organization:	
Address: 1037 Rebecca CT.	
City: Seymour	State / Zip: IN. 47274
Phone: (812) 522-7709	E-mail: E Stigdon@CinergyMetro.Net

Please provide comments below or on the map on the back of this form.

My family and I have been camping at Deer Creek Campground for over 32 years. We go there for the ~~quiet~~ relaxing away from the noise. Putting a highway that close would be a lot of road noise. And it would affect several hundred people camping. As your map shows several routes possible, please don't disturb our campground. also don't stops our access to the Campground from highway 50 leave Deer Creek road open.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
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101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
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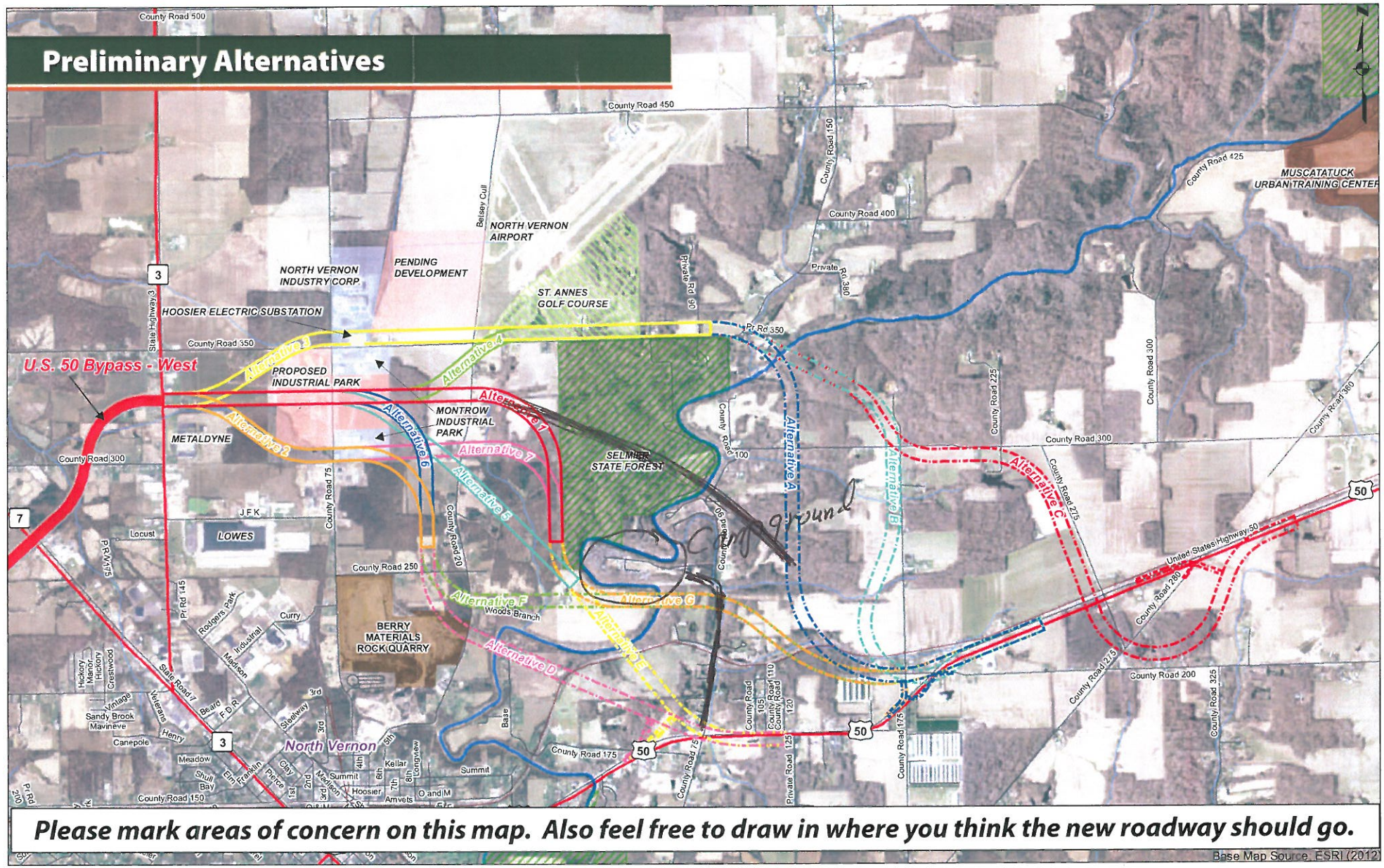

Please provide comments below.

Public Information Meeting

COMMENT FORM

Name: Bill + Pat Willett	
Organization: Deer Creek Campground / Camper	
Address: 127 So. Madison St	
City: Knightstown	State / Zip: In. 46148
Phone: 765-345-2362	E-mail: NH

Please provide comments below or on the map on the back of this form.

I have outlined on map route that showed us taken. Do they realize that campground has wildlife, historical underground railway house & many people who add money to Johnings Co. there food, alcohol, gas, restaurants. Why wasn't someone here to check it out?

Thanks You

Bill + Pat Willett

Please return completed form to project staff today or mail, fax or e-mail to our office at:

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Indianapolis, Indiana 46204

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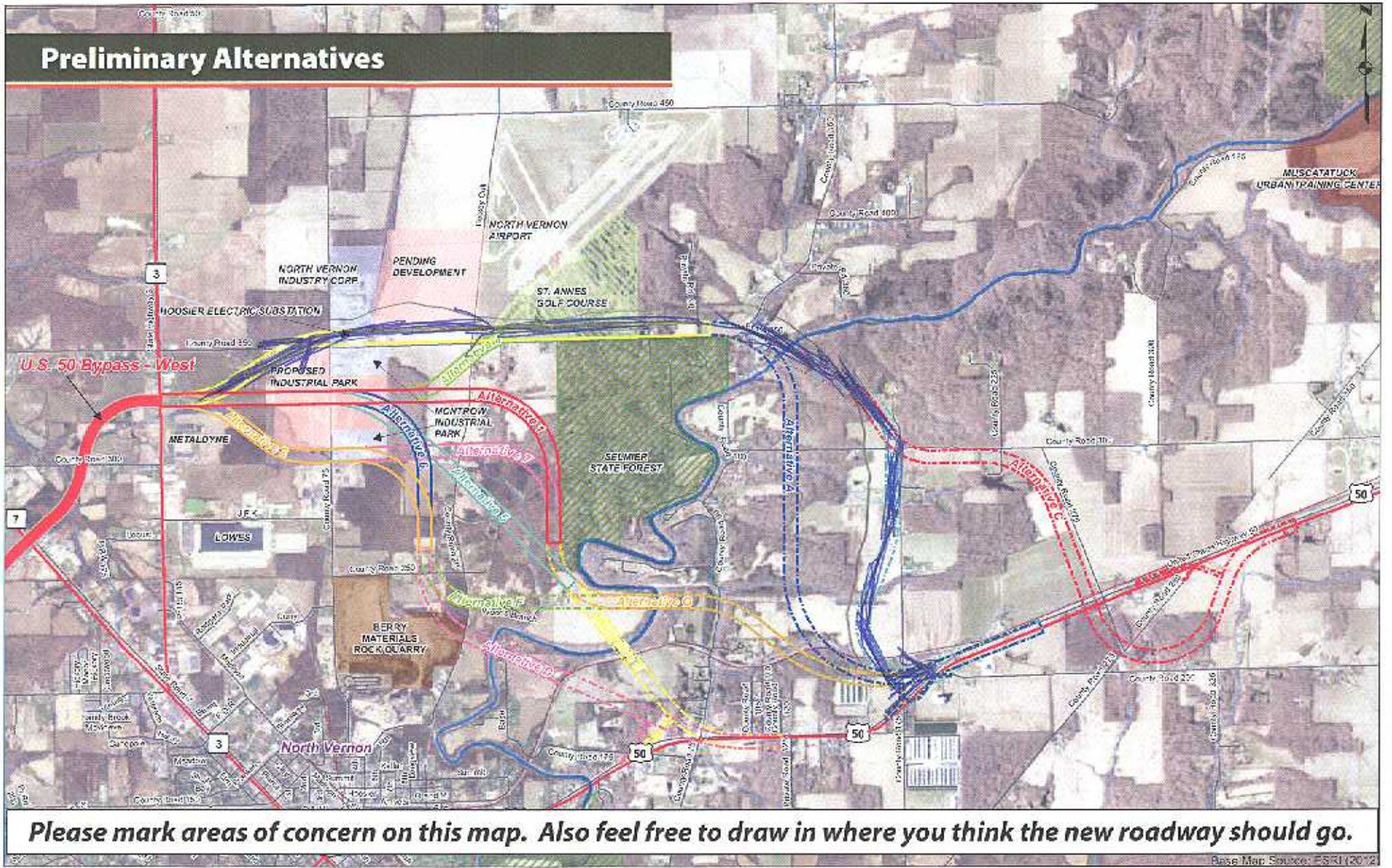


Please provide comments below.

Family of Dees Creek

Need other side !!

Bill & Patty Wisett

Prevost, Daniel

From: Cindy Speer [cindyspeer@hotmail.com]
Sent: Friday, September 14, 2012 7:16 AM
To: Prevost, Daniel
Subject: US 50 North Vernon Bypass-East Project Comments
Attachments: US+50+North+Vernon+Bypass+East.docx

Mr. Prevost,

Please find attached comments from the Sept. 6 Public Information Meeting regarding the US 50 North Vernon Bypass-East project. Thank you for your consideration of our comments.

Sincerely,
Cindy Speer

US 50 North Vernon Bypass East

Public Information Meeting

Comments

Name: Charles and Cynthia Speer

Address: 2060 North County Road 175 E

North Vernon, Indiana 47265

Phone: (812) 346-6931-Home; (812) 592-6379-Cell

E-mail: cindyspeer@hotmail.com

As property owners on County Road 175 E, our comments will primarily address **Alternative B** which joins existing Highway 50 at County Road 200 North and loops then runs parallel with County Road 175 E to County Road 300 N. We own approximately 49 acres in two separate plots along 175 East. We have been at our residence for 34 years. This alternative will be devastating for our immediate and extended family.

Our home is located between County Road 200 N and the Railroad that crosses 175 East. The diagram of Alternative B provided at the Public Meeting showed the new construction running along 200 N and north of that. If that is the case there are 3 houses on 200 N which will be taken and the 300 foot section for the road will take about one-half of our property where the house is located and will cut through the house. Our remaining property in this plot is along a branch and adjacent to the railroad. It is not a suitable building site for us to re-build a home. Since 2009 we have invested $60,000 in home renovations and up-dates as we retired and wanted to ensure home up-keep would not be a burden to us in retirement.

If the bypass takes both property north and south of 200 North and does not take our property but does take the houses along 200 N, our concern is having a major highway so close to our property. The south section of our property (which would be adjacent to the highway) is a well-established garden plot. We would consider it dangerous for us to work the garden if it were next to the highway.

Recommendation: If the bypass does join Highway 50 at County Road 200 N, we would suggest going south of County Road 200 N. Adjacent to 200 N to the south is a vacant lot where there used to be a truck stop. This slight variation would save 4 houses and not disrupt people who have been well established. There is one elderly lady (in her 80's) on 200 N who has lived there for at least 40 years.

We also have farm and classified forest property north of our house on 175 East (on the west side of 175 E). Alternative B will slice through our farming field as it heads towards 175 East. This will not only cut our field in two and remove access to the rest of our field and forest, but also take away our only option for a building site for a house on our property.

Comments on behalf of Frank J. and Anna L. Biehle

2795 North County Road 175 East

North Vernon, IN 47265

Phone: (812) 346-4735

Additional concerns with Alternate B have to do with my parents' farm located at 2795 N County Road 175 E. Frank and Anna Biehle have lived there for 51 years and are 86 and 84 years old. They own approximately 112 acres of farm and classified forest land. Alternative B would take their home, one barn, four other buildings, and two grain bins leaving only one barn located further west near the pond. It would also take all the road frontage of their field along 175 E from their house to the corner of County Road 300 N. This would also remove any possibility of their rebuilding a home on their property where they have spent most of their lives.

As this home and farm have been such a large part of their lives, four years ago they invested $77,000 to make major renovations and additions to the house to make it accessible for them so they could live out their lives there as their mobility and agility declines with age. Frank has macular degeneration and is legally blind. What little vision he has will continue to decline until he has no vision at all. He is able to move about his home and property safely and confidently with his low vision because he is very accustomed to the layout both inside and outside. Although he is no longer able to actively farm, he occupies his time by working on his antique farm equipment, moving about the farm in his ATV to oversee timber stand improvement activity of his classified forest, the farming of the tillable ground, tending a small garden, doing up-keep on the buildings, and just to be out on the farm that has been his passion for so many decades. Having to move from this land would be devastating for them at this stage of their lives.

Part of the reason we bought a home and property so close to my parents was to be able to provide support to them as they aged. Frank can no longer drive due to his eye sight; Anna drives very little only on county roads. Having family ¾ of a mile away gives them peace of mind that help can be there quickly when needed. If one or both of us have to relocate, it is unlikely that we will be able to live this close together.

Observation and Question: All options go around Selmier State Forest. We have asked why the road cannot go through there, but have yet to get an answer. It would provide a shorter, more direct route and would not disrupt as many people along a longer route through homes and farms. We realize and appreciate the importance of forests for our environment, but other by-pass alternatives go through forest land, too. For instance, Alternative A goes through our classified forest as well as my parents'.

Thank you for the opportunity to provide comments,

Charles and Cynthia Speer

9-14-12

Prevost, Daniel

From: mamaschi [mamaschi@alumni.iu.edu]
Sent: Thursday, September 20, 2012 6:58 PM
To: prevost@parsons.com
Cc: mamaschi
Subject: US 50 Bypass East
Attachments: MPUS50NVE__PICommentForm_090612.pdf

Please see attachment. Thanks

Public Information Meeting

COMMENT FORM

Name:	
Organization:	
Address:	
City:	State / Zip:
Phone:	E-mail:

Please provide comments below or on the map on the back of this form.

I like alternative 6D. It appears to be one of the least invasive in regards to natural resources such as forests and terrain and to places of interest such as Selmier, St. Annes, Deer Creek, and Rose Acres. It is ~~also one of the shortest options and would seem to support industry the best, in my opinion. I think~~ intersections would be beneficial at CR 75 W for access to current and future industry in that area and to the airport, St. Annes, and Selmier and CR 250 N for access to Curry Ln. for the current industrial park. Also, for local traffic, since it doesn't have many options northeast of town, especially with MUTC's limited access, ~~I think an overpass on CR 20 W over the bypass would be beneficial. Of course this would be more c~~ostly, but I think it could be worth it.

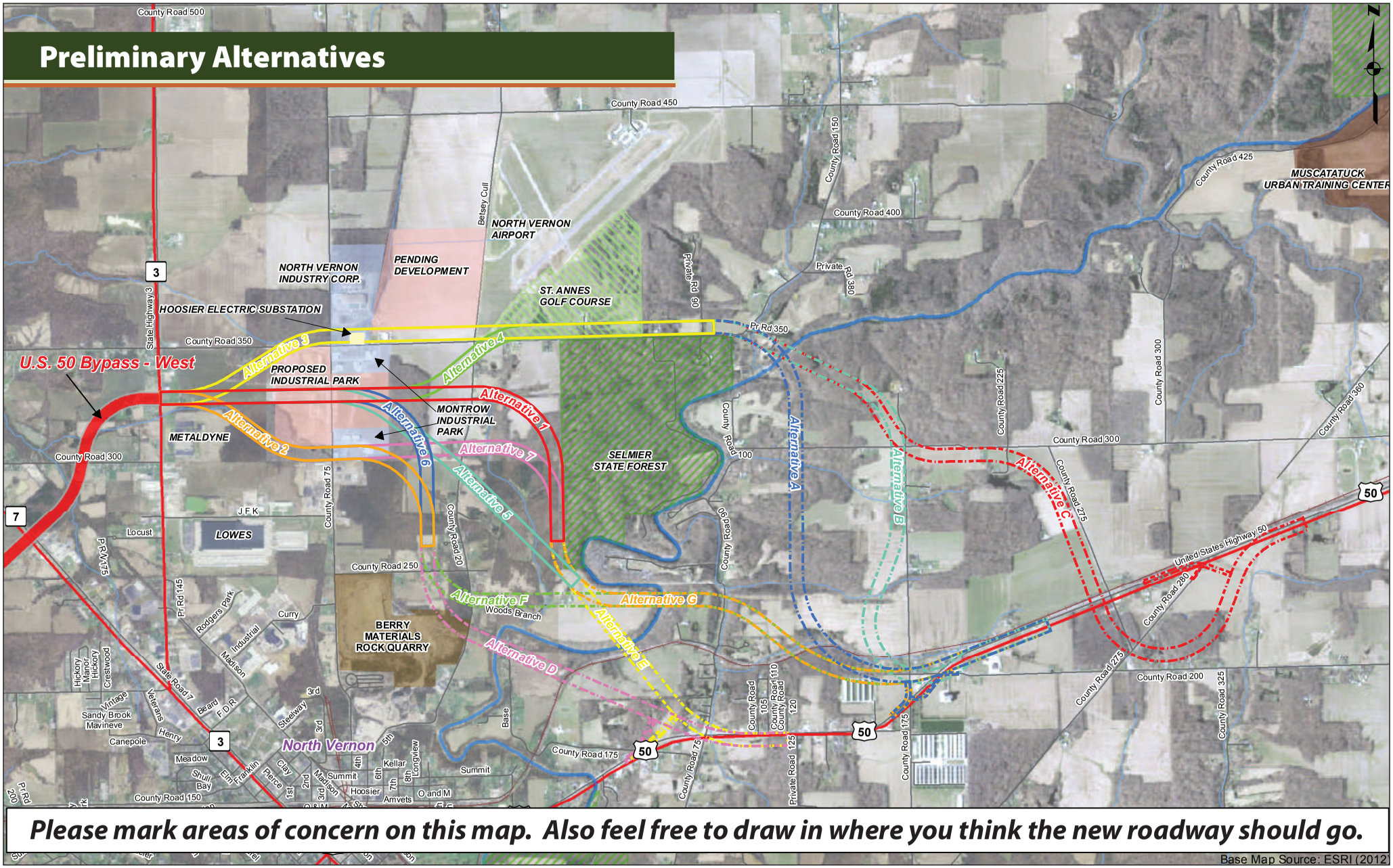
Thanks for the opportunity.

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

Preliminary Alternatives



Please mark areas of concern on this map. Also feel free to draw in where you think the new roadway should go.

Base Map Source: ESRI (2012)

Please provide comments below.

Prevost, Daniel

From: Debbie Hackman [debbiehackman@aol.com]
Sent: Saturday, October 06, 2012 9:53 AM
To: Prevost, Daniel
Subject: US 50 bypass

I encourage you to select alternative b as it would affect the fewest amount of home owners.
Thank you
Debbie Hackman

Sent from my iPad

RECEIVED
OCT 12 REC'D
BY

Public Information Meeting

COMMENT FORM

Name: Tracy L. Thompson	
Organization: Bill Barlow Wholesale	
Address: 2170-2175 N. Base Road	
City: N. Vernon	State / Zip: IN 47265
Phone: 812-592-3003	E-mail: barlowwsle@comcast.net

Please provide comments below or on the map on the back of this form.

1. Safety - I believe bringing the bypass out 175 will add to an already unsafe area of Hwy 50.

2. Expansion - Route D obviously provides the least amount of possible economic expansion, in fact it offers almost NO possibility of economic expansion Alt. # 2 looks to be the best economic generator

3. Water Supply - The proximity of Route D to N. Vernons water supply should an accident ever happen makes for a bad situation.

4. Being so close to the stone quarry and so far from future / Pending development area behind N V Ind. Corp makes alt D

- OVER -

Please return completed form to project staff today or mail, fax or e-mail to our office at:

US 50 North Vernon Project
Parsons, Attn: Dan Prevost
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Phone: (317) 616-1017
Fax: (317) 616-1033
E-mail: Daniel.Prevost@parsons.com

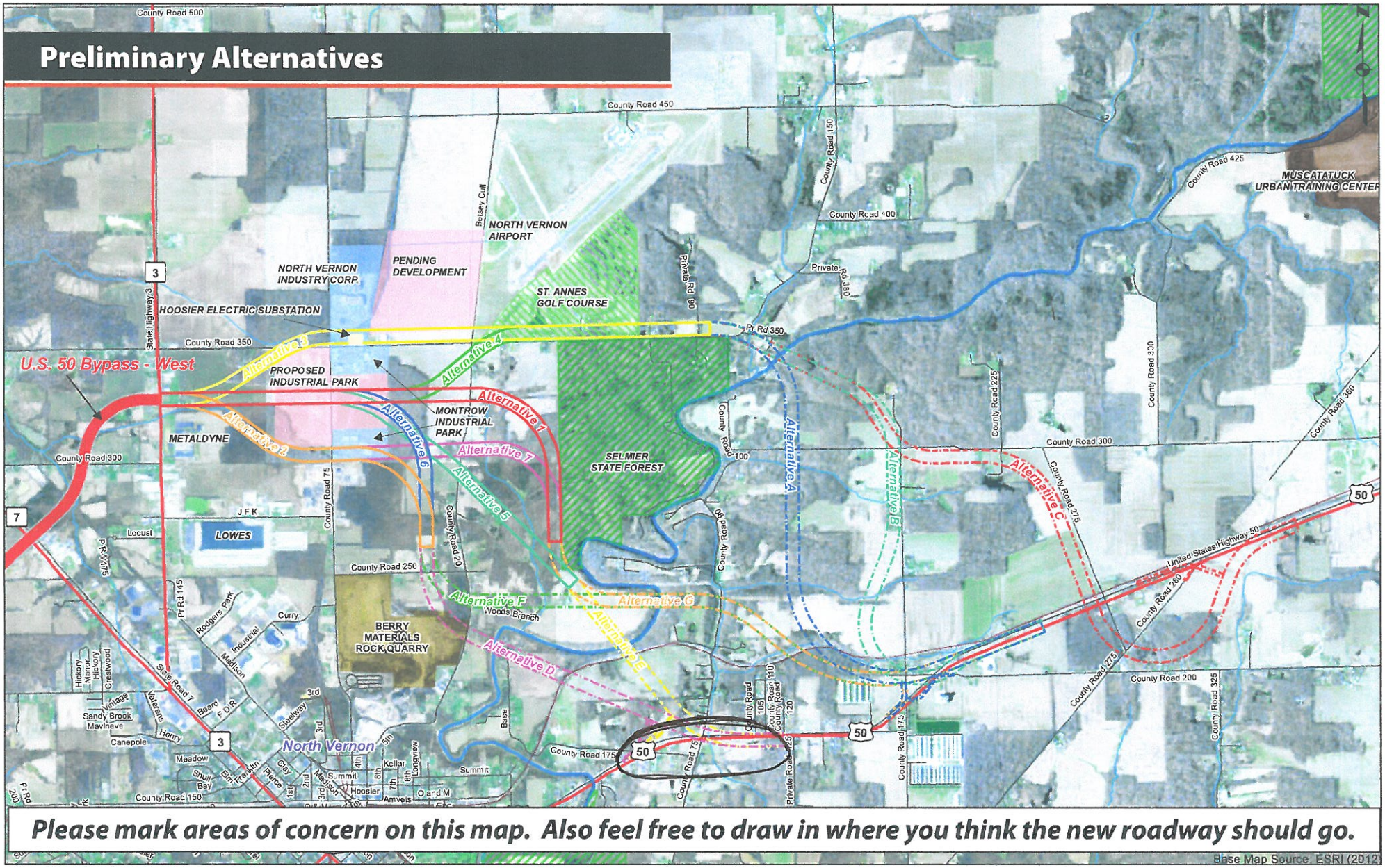
We would greatly appreciate anything you can tell us about proposed routes before Dec. 4, 2012 if possible as a parcel of ground will be auctioned ~~that~~ would make a relocation site for business needs -

That said I feel I could never in my lifetime replace what we have on the river for recreational purposes.

Please feel free to contact me by Phone @ anytime

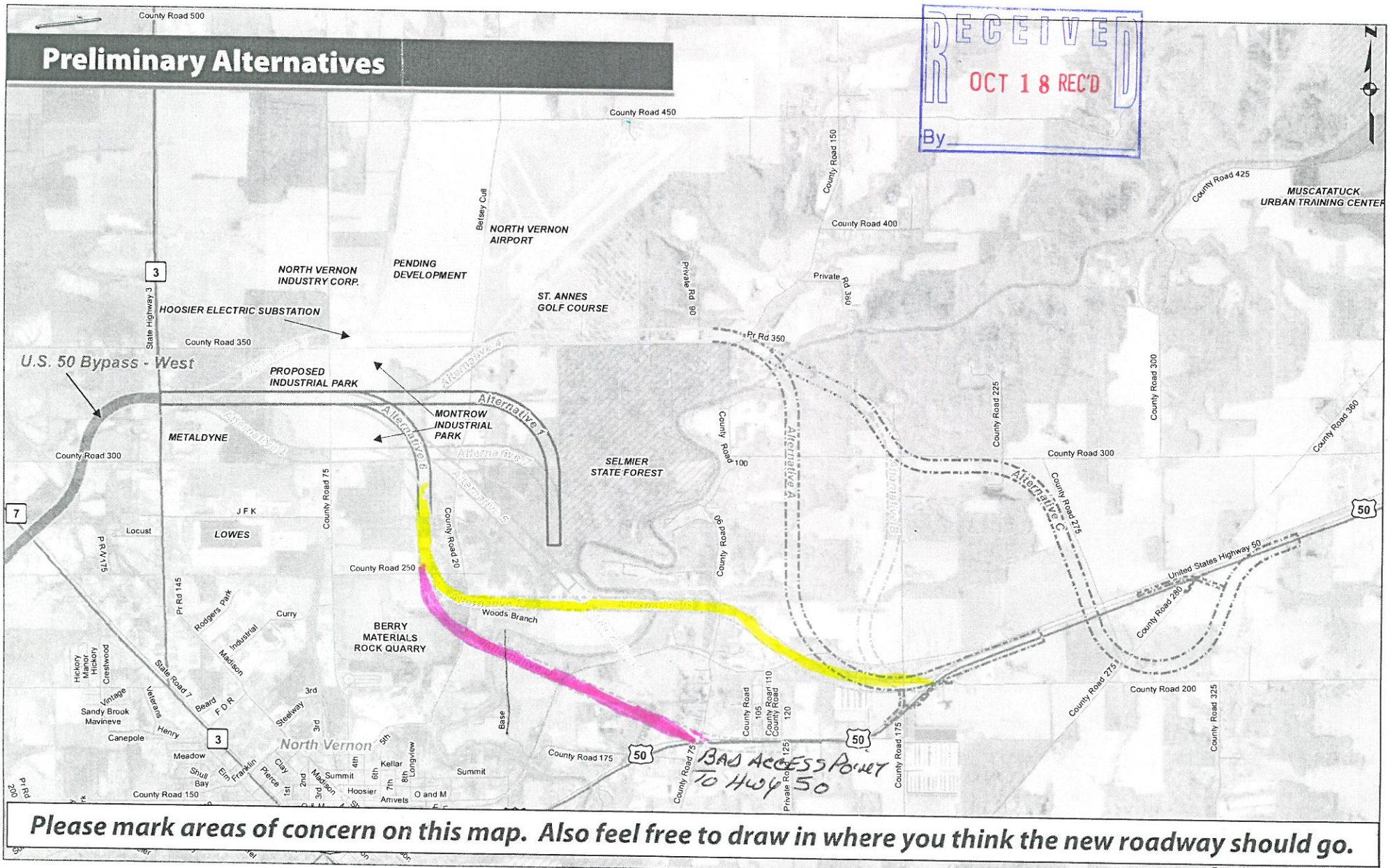
Tracy Thompson @
1-812-592-3003

PS any relation to the Luxury Coach Maker?



Please provide comments below.

The area circled above are/and have been one of the deadliest portions of Road in your entire project area. I believe bringing the by-pass out @ 175 will only compound this.



Please provide comments below.

MICHEAL & ESTHER ROE
212 N. BASE RD. NORTH VERNON IN. 47265

I LIVE IN RED HIGHLITED AREA 212 N. BASE RD. ALTHOUGH THIS SEEMS MOST DIRECT ROUTE. THERE IS 5 PROPERTIES AND HOMES DIRECTLY AFFECTED. ALSO ON W. SIDE OF RIVER IS A VERY HIGH AND STEEP BANK THAT WOULD MAKE BRIDGE ACCESS VERY DIFFICULT. IN YELLOW MOST OF THE AREA BEHIND ME AND TO THE S,E IS A UNDEVELOPED, UNKEPT AND ~~LESS~~ UNUSED FIELD THAT IS A FIRE HAZARD IN DRY SUMMER WEATHER. ALTHOUGH IT DOES PUT THE BYPASS IN BACK DOOR, I STILL FEEL IT'S THE BEST ALTERNATIVE.

Community Advisory Committee meeting 2 (11/19/12)

Meeting Minutes

Subject:	**Community Advisory Committee (CAC) Meeting #2**
Date/Time:	**November 19, 2012 at 1:30 p.m.**
Location:	**Elsner Hall, Jennings County Educational Training Center**
Meeting Facilitator:	**Dan Prevost**
Invitees:	**See attached membership/sign-in list**

The meeting was organized around the attached PowerPoint presentation. The following is a summary of the relevant discussion that was generated during the presentation.

Process/Schedule

- At the last CAC meeting (8/21/2012) the team presented an overview of the proposed project, the study area, and five preliminary alternatives that had been developed at that point.
- Since that meeting, the team has collected additional data, developed additional alternatives (total of 14 mix-and-match alternative segments), held a public open house, and met with resource agencies.
- In early October, INDOT announced a "short list" of three alternatives – 4B, 6D, and 6F/E – and initiated detailed field studies.
- In the coming weeks, another meeting will be held with resource agencies (11/29/2012) and INDOT will select a preferred alternative.

Alternatives

- INDOT selected Alternatives 4B, 6D, and 6F/E for further study based on a combination of environmental and community impacts as well as cost factors.
- At the time of the selection, there was some concern about the terrain associated with Alternative 6D. As a result Alternative 6F/E was retained, despite the fact that it had the potential for impacts to a suspected historic property (Creech Farm) and required a very expensive bridge over the railroad and river. Once the concerns associated with 6D were resolved satisfactorily, Alternative 6F/E was dropped from further consideration. Detailed field studies have been completed on Alternatives 4B and 6D.

Alternative 4

- Industrial Park – The team has looked at a number of options to both avoid environmental resources and minimize impacts on existing and potential development sites. The proposed approach takes a due east-west alignment through CR 75 W before turning north. The alignment was modified to turn north a little sooner to minimize forest segmentation impacts.
- Airport – Based on coordination with the North Vernon Airport, the alignment was modified to avoid conflicts with the Runway Protection Zone (RPZ) associated with C-130 aircraft. The C-130 landing at the airport occurred earlier this month.
- Golf Course/Selmier State Forest/CR 350 N Residences – The team has developed three alignments through the CR 350 N corridor – north (4N), middle (4M), and south (4S). The ROW was also narrowed through this section from 300 feet to 175 feet by removing the grass median (for the future 4-lane configuration). The team has discussed the options with representatives of the golf course and the state forest and has met with many of the property owners.
- Alternative 4N – This alternative would cross CR 350 N and lie primarily to the north of the road. Access on the south would be provided along existing CR 350. Access on the north would be provided through construction of a service road system that would include an intersection with the bypass. This was done to ensure that, even if the CR 450 N is closed in the future due to airport expansion, the residents of the

St. Anne's community will continue to have efficient access to North Vernon.

- Alternative 4M – This alignment would be centered on existing CR 350 N. Service roads would be constructed on both sides of the bypass. The north side access road would include an intersection with the bypass (as on 4N) and the south side service road would be accessed via an underpass of the bypass.
- Alternative 4S – This alignment would be located entirely to the south CR 350 N. Access to the north of the bypass would be provided via CR 350 N. A new access road would be required on the south side connecting to CR 20 W.

Alternative B

- Alternative B1 follows a straight north-south alignment approximately 800 feet west of CR 175. It would impact 2 residences on CR 300 N but would not impact those on CR 175 E.
- Alternative B2 takes a more curving alignment to minimize impacts to streams and forest. It avoids the residences on CR 300 N, but would impact 2 residences on CR 175 E. If an intersection were provided at CR 300 N, it would also require modification to the existing CR 175 E/CR 300 N intersection.
- The Alternative B connection to US 50 would require reconfiguration of several roadways in the area and the re-routing of existing US 50. Access to several businesses would be modified. Kathy Ertel recommended that, if this alternative were selected, that we should discuss access concerns with Rose Acre Farms, which owns several sites in the vicinity. Brad Bender asked if the co-op would retain access; Dan indicated that it would. One building on the co-op property would be impacted, but the majority of the improvements would remain.
- Howard Malcomb asked about moving the connection to existing US 50 further east where a single bridge over the railroad and US 50 could be used. Toby indicated that grade issues associated with the railroad limit where the bridge can reasonably be located. Alternative C featured a connection to existing US 50 further to the east, but was eliminated due to impact and cost factors.

Alternative 6

- Industrial Park – Like Alternative 4, this alignment takes a due east-west route through the industrial park before turning south. The curve to the south was shifted slightly to minimize forest segmentation impacts.

Alternative D

- The Alternative D connection to existing US 50 is fairly straightforward, requiring only a slight realignment of existing US 50. The bypass would tie-in at the Deer Creek Road intersection.

Planning-Level Alignment

- The group discussed the pros and cons of the alignments in relation to the long-term planning goals of the community. The majority felt that Alternative 4B provided a more logical bypass route, allowing for more land area "inside" the bypass. Others felt that either would be fine. Kathy Ertel indicated that the majority of future growth would likely occur in the existing industrial park and areas to the north of CR 350 N, rather than along existing US 50 or along CR 300 N (east of the river). The presence of utilities is a driver for the location of new development. Larry Fagersten indicated that MUTC would be satisfied with either alignment, but that Alternative 4B would give them better access to the airport.

Intersections

- There was general consensus that an intersection at CR 75 W was appropriate for both alternatives.
- For Alternative 4B, the group supports the inclusion of an intersection at CR 20 W to provide better access to the airport, development areas, and the areas to the east (State Forest, golf course, St. Anne's community). There was also a desire not to bring residential traffic into the industrial park to access the bypass. If an intersection is not provided, the project should consider making improvements to existing

CR 350 N between CR 20 W and CR 75 W.

- For Alternative 6D, there was general consensus that, due to the importance of CR 20 W as a connector between downtown and areas to the north, that it should remain open across the bypass. However the group also agreed that it was not a desirable location for an intersection as it would potentially draw even more traffic to CR 20 W. The preference was for inclusion of an overpass (bypass over CR 20 W).
- For Alternative 4B, the group agreed that providing an intersection at CR 300 N would improve access for MUTC. It was noted, however, that CR 300 N is not a very wide road and may require improvement if it becomes a primary access point for MUTC. One suggestion was to only provide access to the east, since properties to the west of the bypass in this area have good access via Deer Creek Road.

Other Corridor-Wide Issues

- At the last CAC meeting, North Vernon Water indicated concern regarding the proximity of some of the alternatives, including Alternative 6D, to the intake for the City's water supply. The team looked into the issue and believes that they have identified engineering controls that will provide an acceptable level of protection for the water supply. The team will coordinate with North Vernon Water in the design of those elements.
- The alternatives are very similar in their potential to impact residences (15 relocations compared to 15-17 relocations). Alternative 4B would impact three businesses in the area of the existing US 50 connection: Willow Point Furniture, a portion of Bill's Mobile Homes, and McCowan Fruit Farm. While it was shown incorrectly on the graphic, Dan noted that there was also a business, a wholesale used car lot on Base Road, that would be relocated by Alternative 6D.
- Dan provided a summary of the two alternatives' potential impact on streams and wetlands.
- Dan provided existing data regarding karst in the area, but that the team didn't expect it to be a major factor in the decision-making process. Further studies of karst will be conducted on the preferred alternative.
- The team has surveyed forest habitat in the corridor to determine its relative quality in terms of providing habitat for Indiana bats. Dan provided a summary of those areas and the range of impacts of each alternative.
- Dan explained that the team has completed their archaeological and architectural history investigations. Several archaeological sites were identified. Four architectural resources were identified, but only one, the Frank Selmier House, would potentially be impacted by one of the alternatives (4B).

Attachments:

- Meeting Presentation
- Sign-In Sheets

These minutes are in the writer's best interpretation of discussions held during the meeting. Please inform the writer within three (3) business days of any noteworthy omissions or errors as these will become part of the project record.

Minutes prepared by: Dan Prevost, November 25, 2012

November 19, 2012

U.S. 50 North Vernon Bypass – East

Community Advisory Committee

Welcome

U.S. 50 North Vernon Bypass – East

Community Advisory Committee

- Purpose and Make-up of the CAC
- Rules of the Room – we want your opinion
- Role of the Committee: "Advise"
- Opportunities for CAC input

Introductions

- Name
- Organization

Meeting Outline

- Process/Schedule
  - Where we've been
  - Where we are
  - Where we're headed
- Alternatives
  - Long/short list
  - Refinements
- Corridor-wide Issues

Process/Schedule

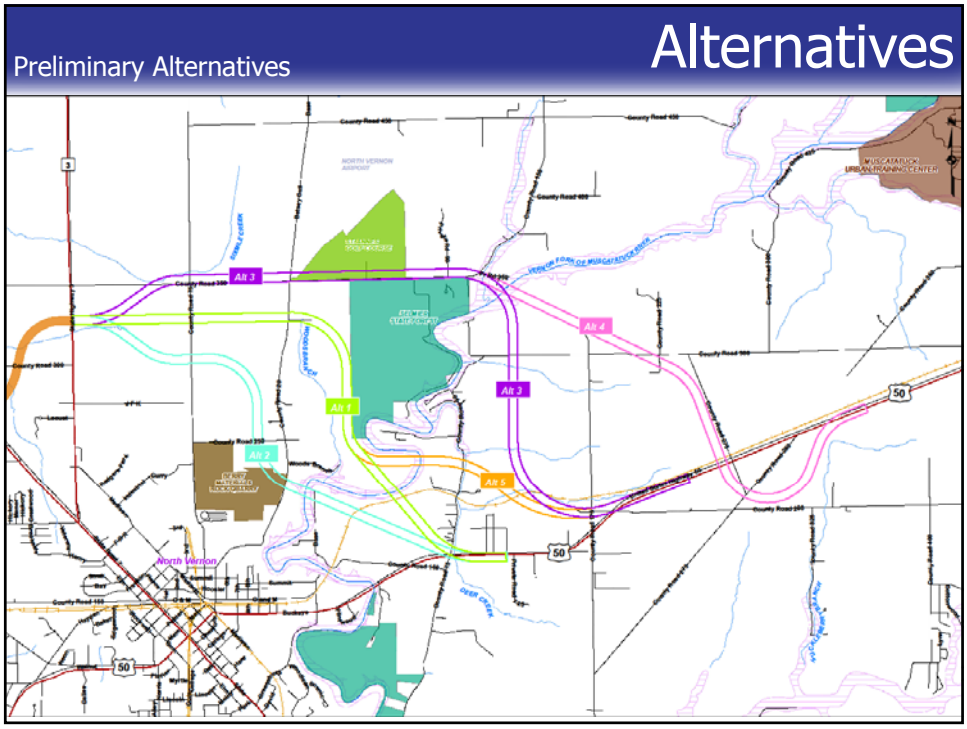
- CAC Meeting #1 – August 21, 2012
  - Study Area
  - Purpose and Need
  - Preliminary Alternatives (5)

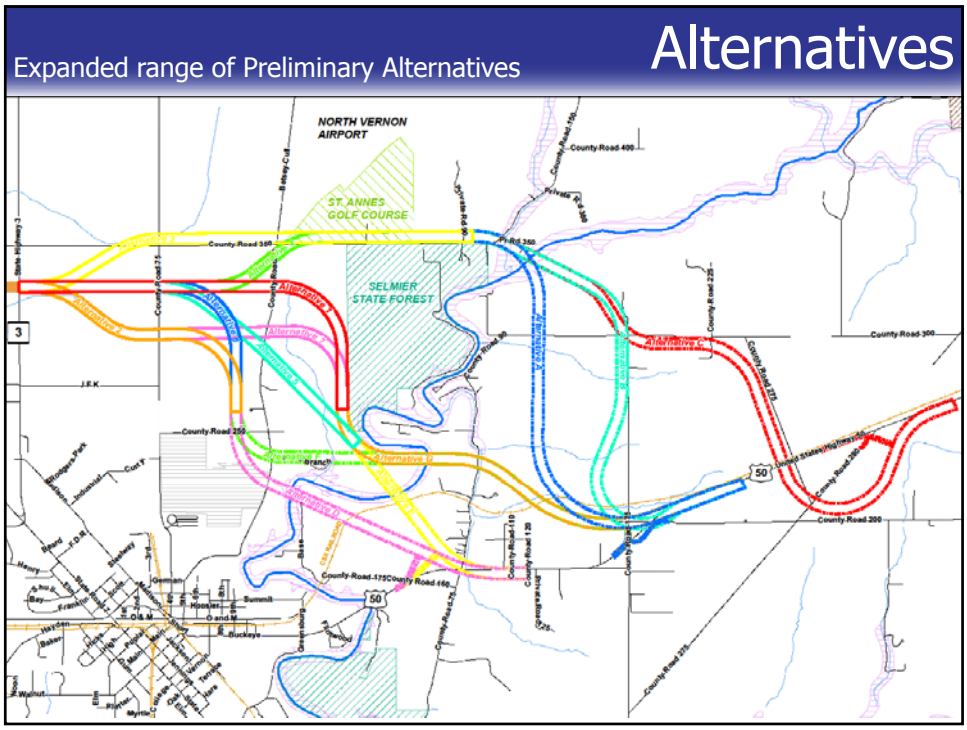
Process/Schedule

- Since CAC Meeting #1
  - Additional data collection
  - Development of additional alternatives (14)
  - Public Meeting – September 6, 2012
  - Resource Agency Meeting #1 – Oct 5, 2012
  - Short list of alternatives
  - Detailed field studies

Process/Schedule

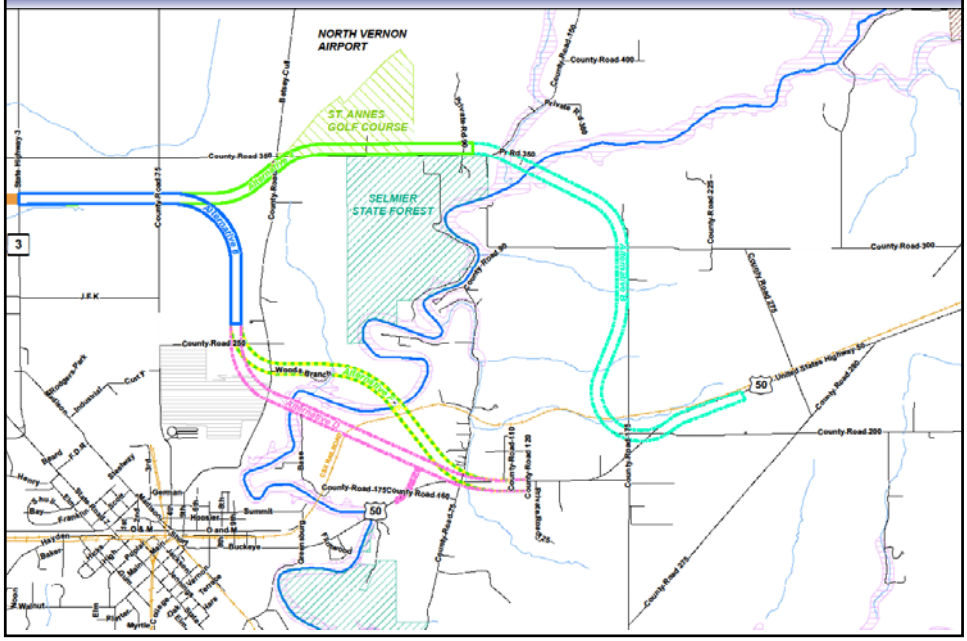
- Where we're headed:
  - Resource Agency Meeting #2 – Nov 27, 2012
  - Grade Review – Nov 30, 2012
  - Preferred Alternative – Dec 2012 (will include a public announcement)
  - Publish Environmental Assessment – Feb. 2013
  - Public Hearing – March 2013
  - FONSI – April 2013
  - Contract Letting – December 2013


Preliminary Alternatives
Alternatives
Alt 1
Alt 2
Alt 3
Alt 4
Alt 5
North Vernon
50


Expanded range of Preliminary Alternatives
Alternatives
NORTH VERNON AIRPORT
ST. ANNES GOLF COURSE
SELMIER STATE FOREST
Alternative A
Alternative B
Alternative C
Alternative D
Alternative E
Alternative F
Alternative G
3
50

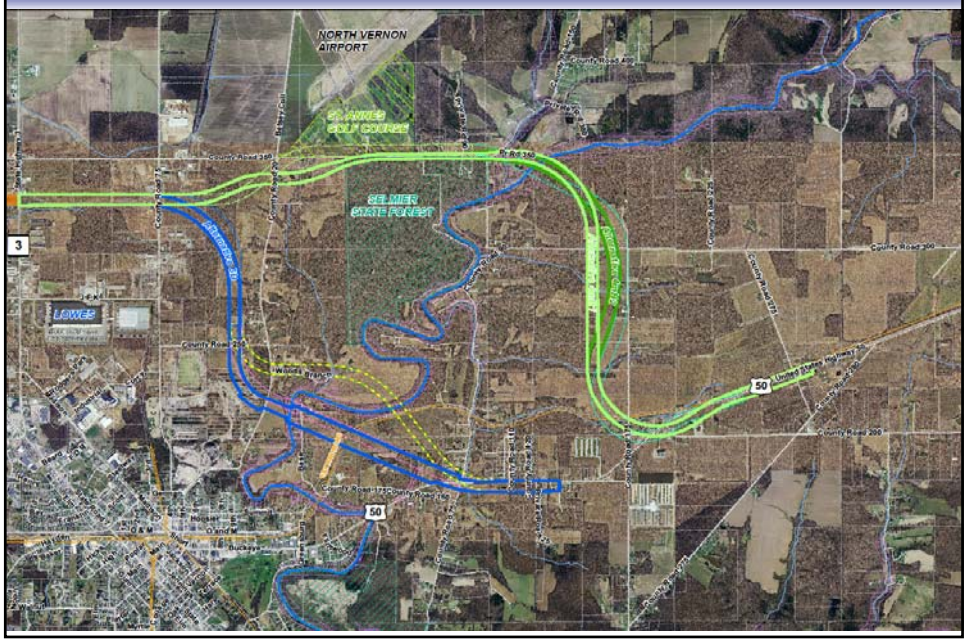
Alternatives

Alternatives selected for detailed study



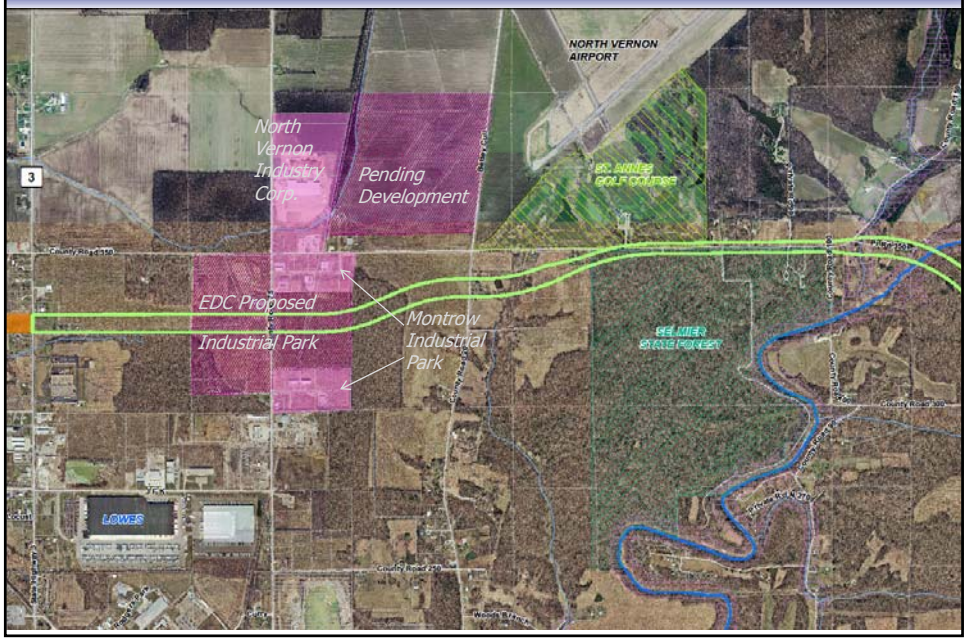
Alternatives

Dropped Alt F-E and Adjustments to 4B and 6D



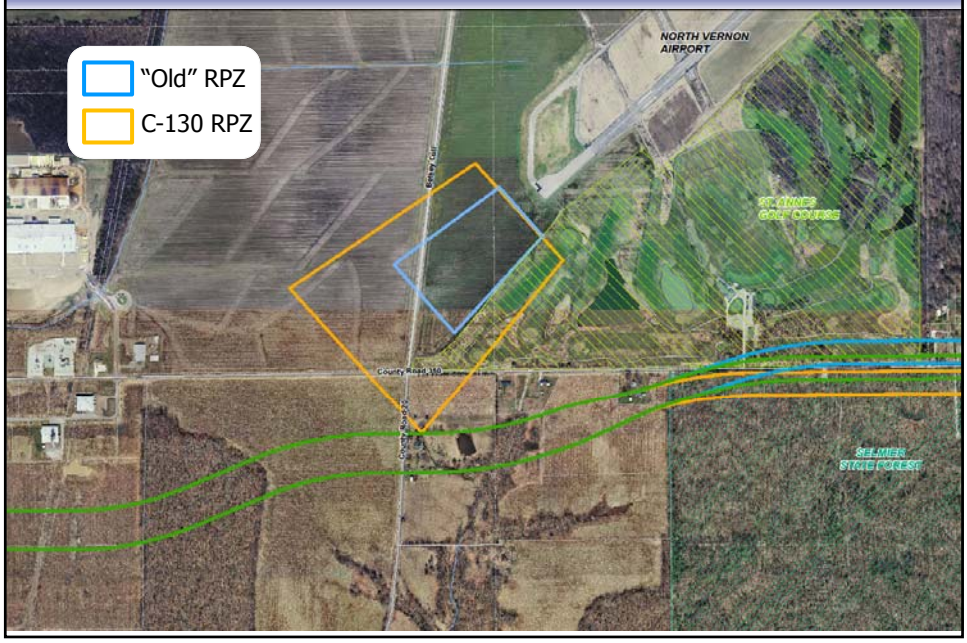
Alternative 4

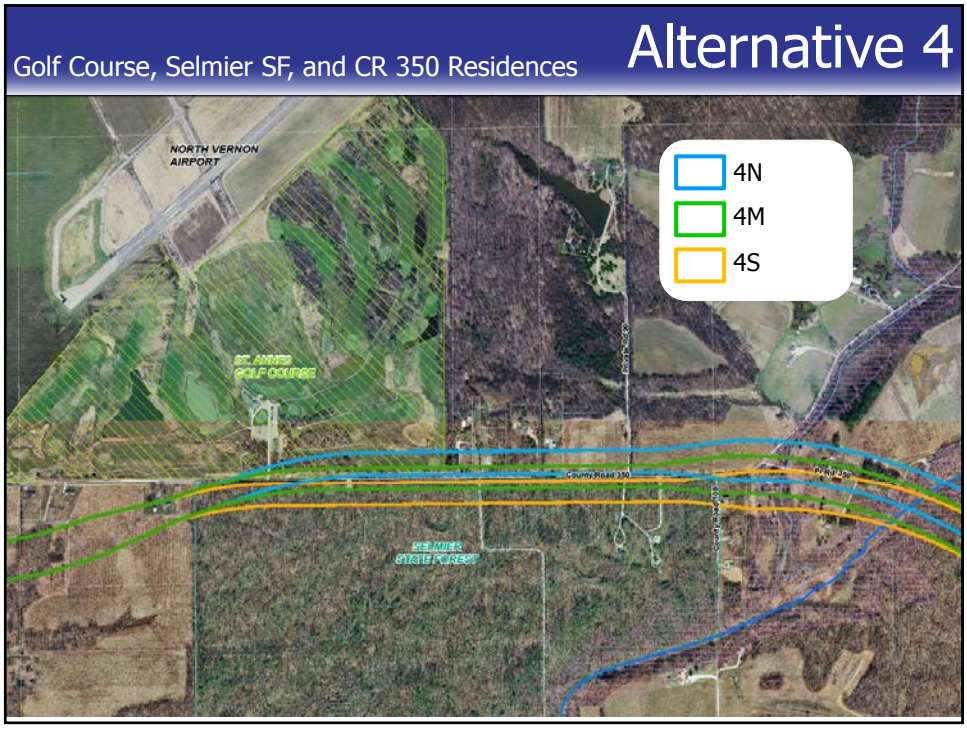
Industrial Park

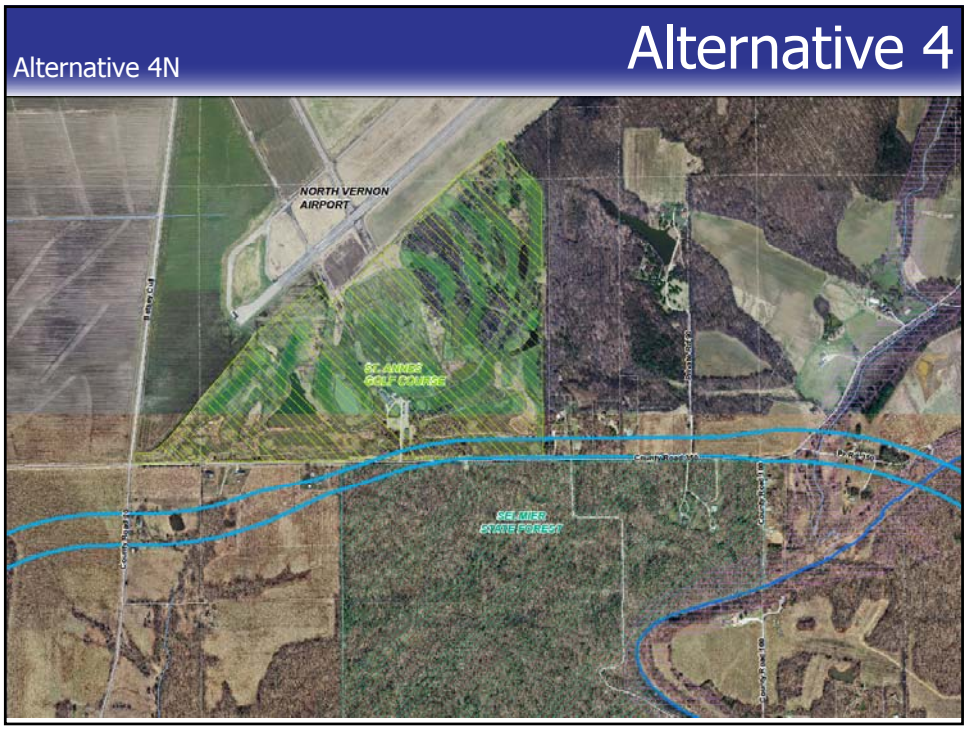


Alternative 4

Airport

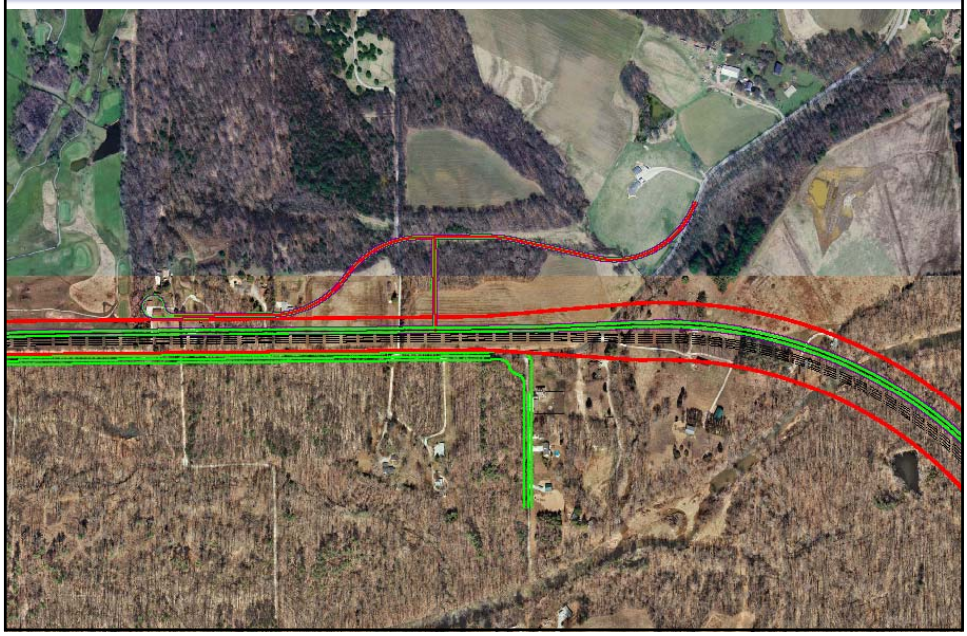



Golf Course, Selmier SF, and CR 350 Residences
Alternative 4
NORTH VERNON AIRPORT
ST. ANNES GOLF COURSE
SELMIER STATE FOREST
4N
4M
4S


Alternative 4N
Alternative 4
NORTH VERNON AIRPORT
ST. ANNES GOLF COURSE
SELMIER STATE FOREST

Alternative 4

Alternative 4N

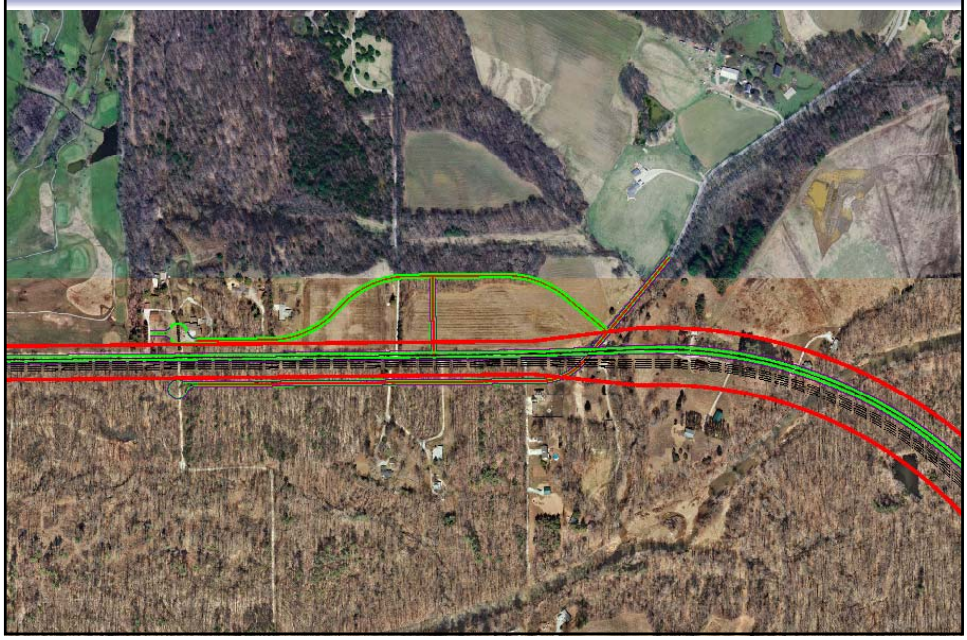


Alternative 4

Alternative 4M

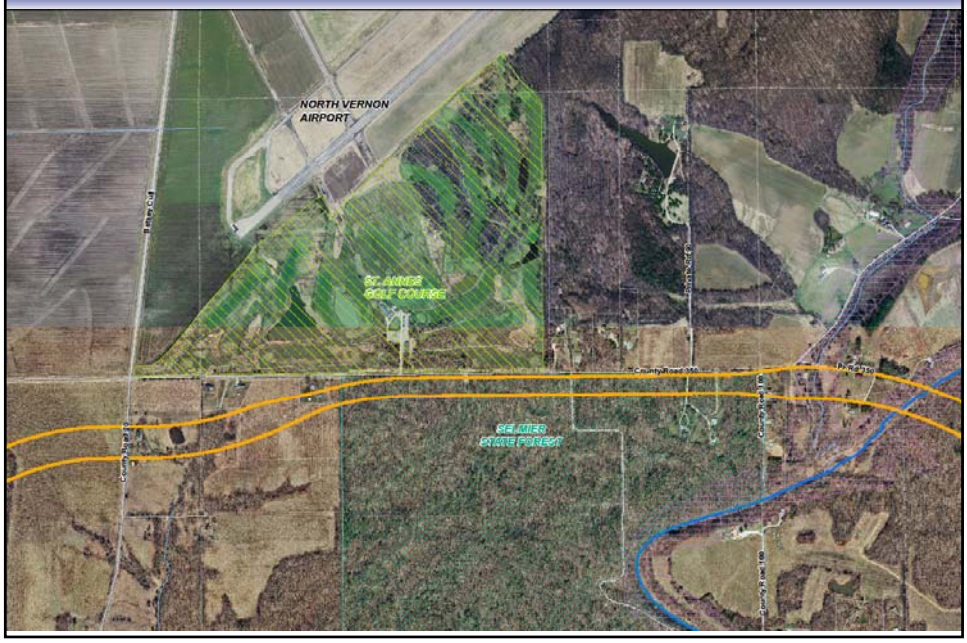
Alternative 4

Alternative 4M



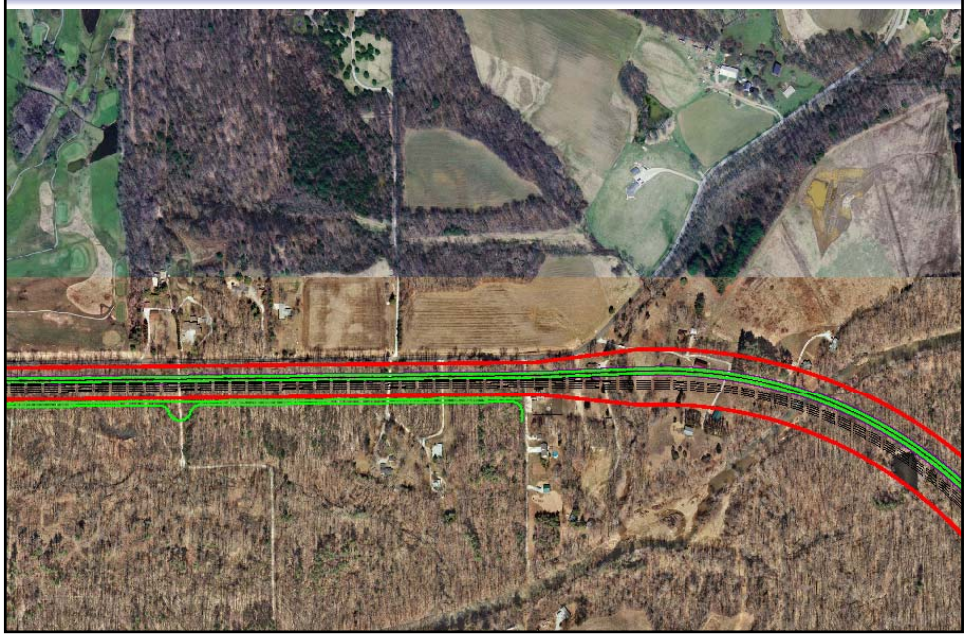
Alternative 4

Alternative 4S



Alternative 4S

Alternative 4



Alternative B1

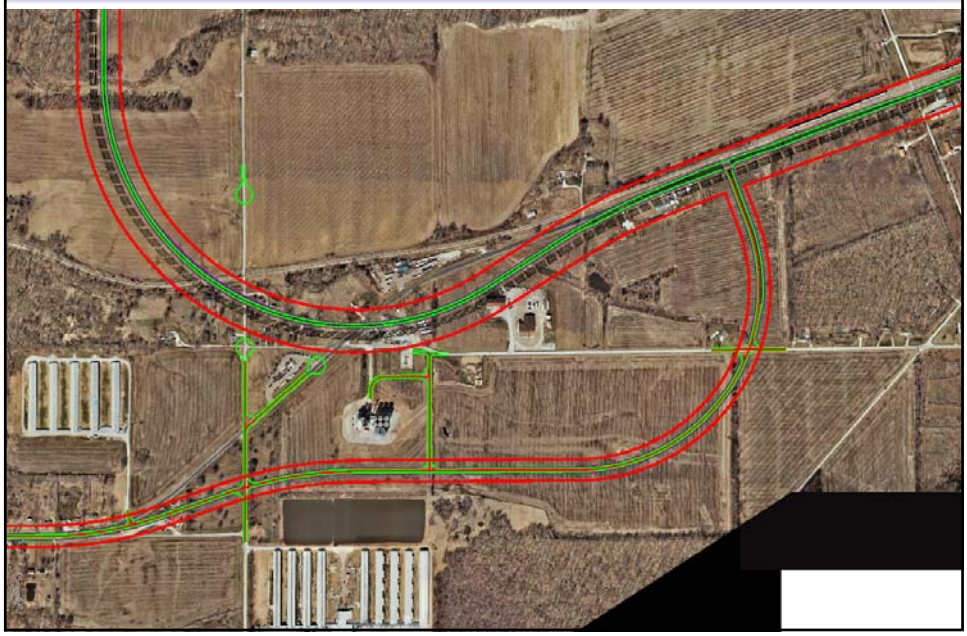
Alternative B

Alternative B

Alternative B2

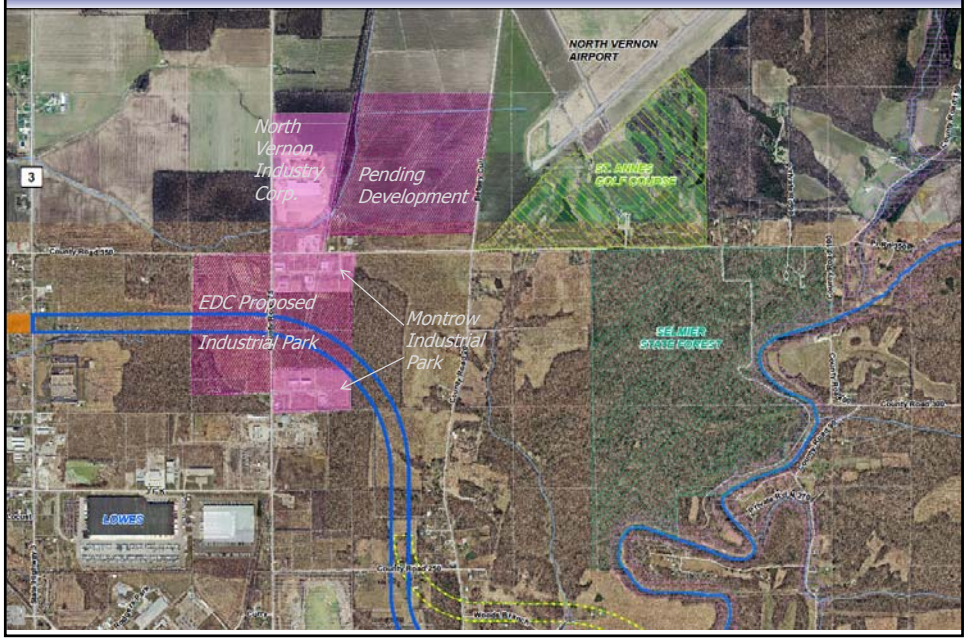
Alternative B

Connection to existing U.S. 50



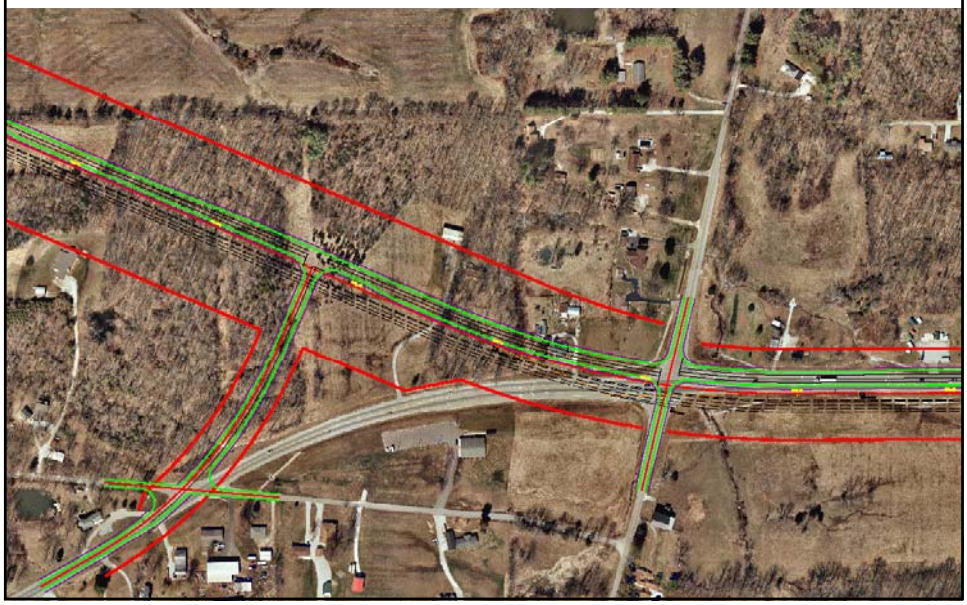
Alternative 6D

Industrial Park



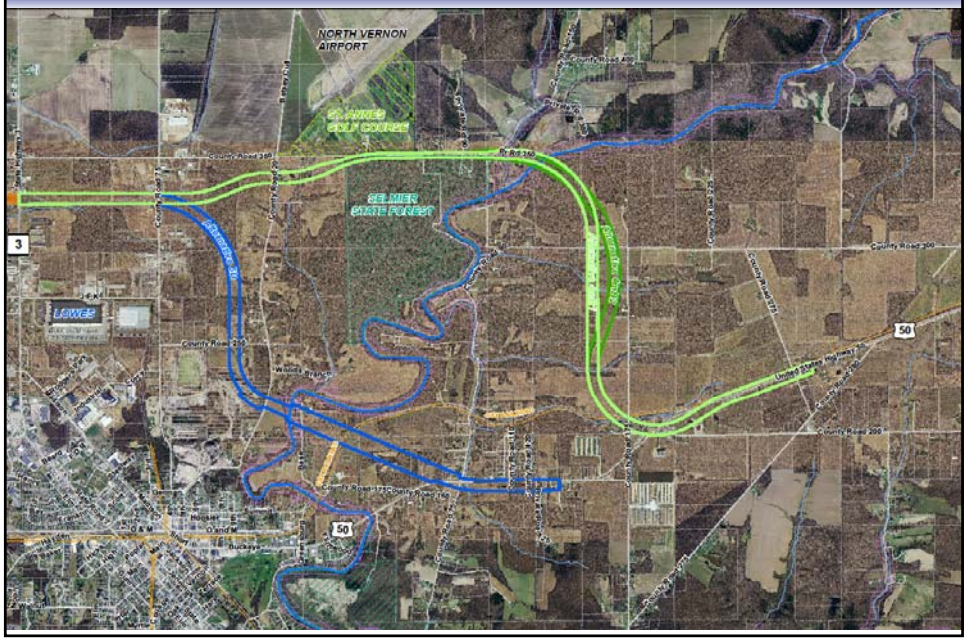
Alternative 6D

Connection to existing U.S. 50



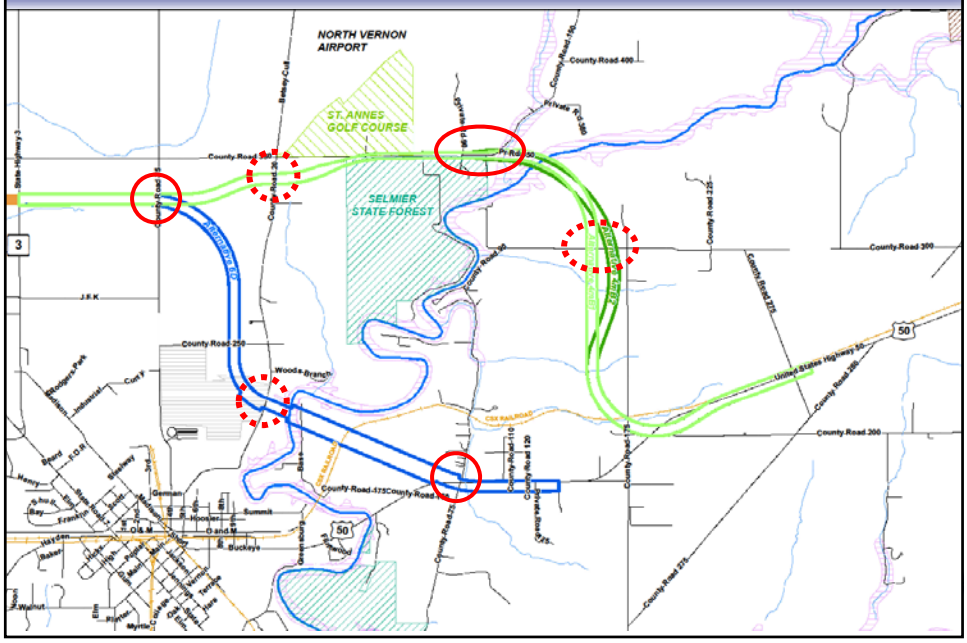
Corridor-wide Issues

Planning-level Alignment



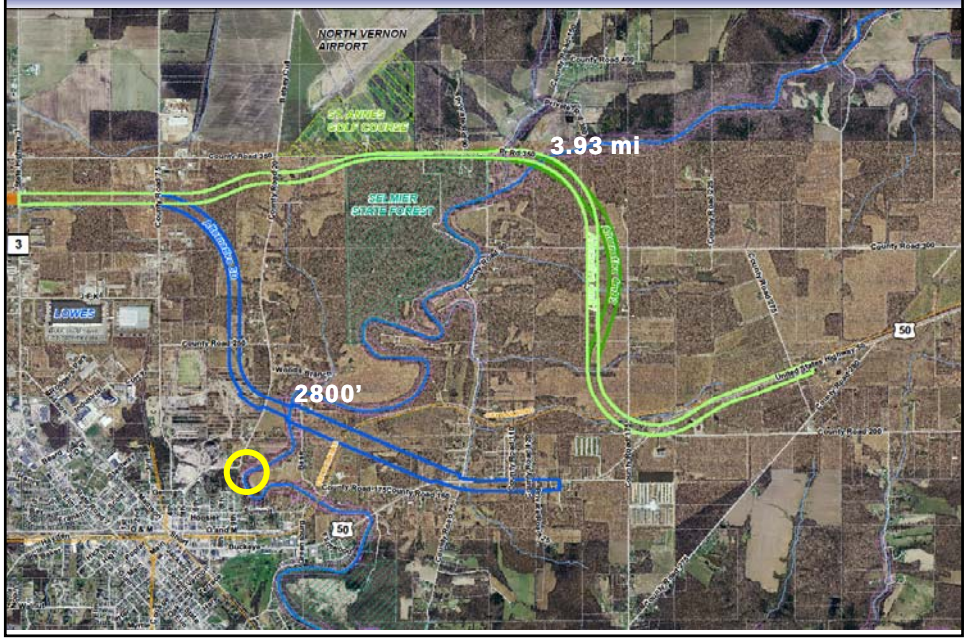
Corridor-wide Issues

Intersection Locations



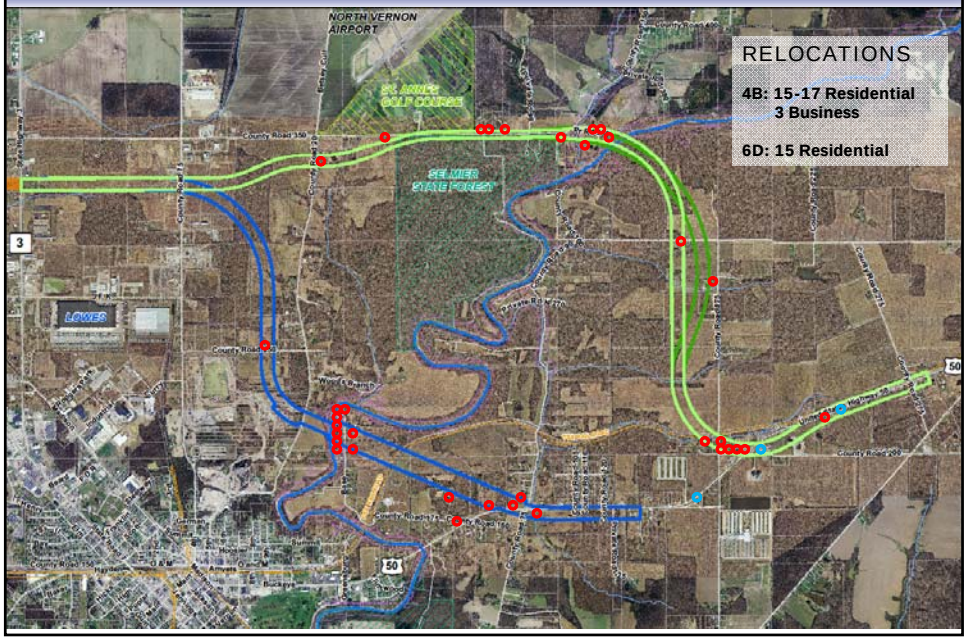
Corridor-wide Issues

Water Supply



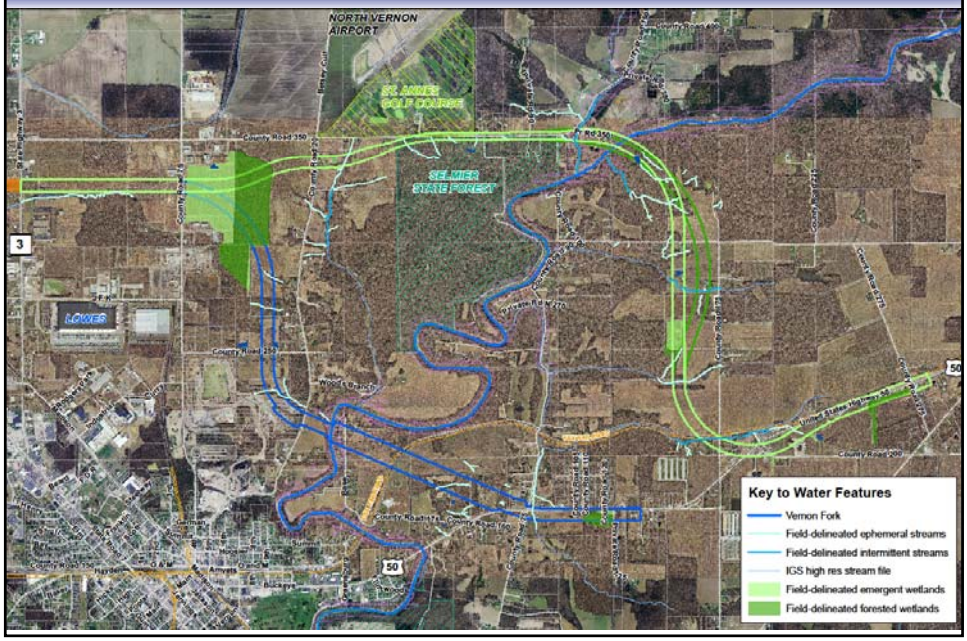
Corridor-wide Issues

Relocations



Water Resources

Corridor-wide Issues



Water Resources

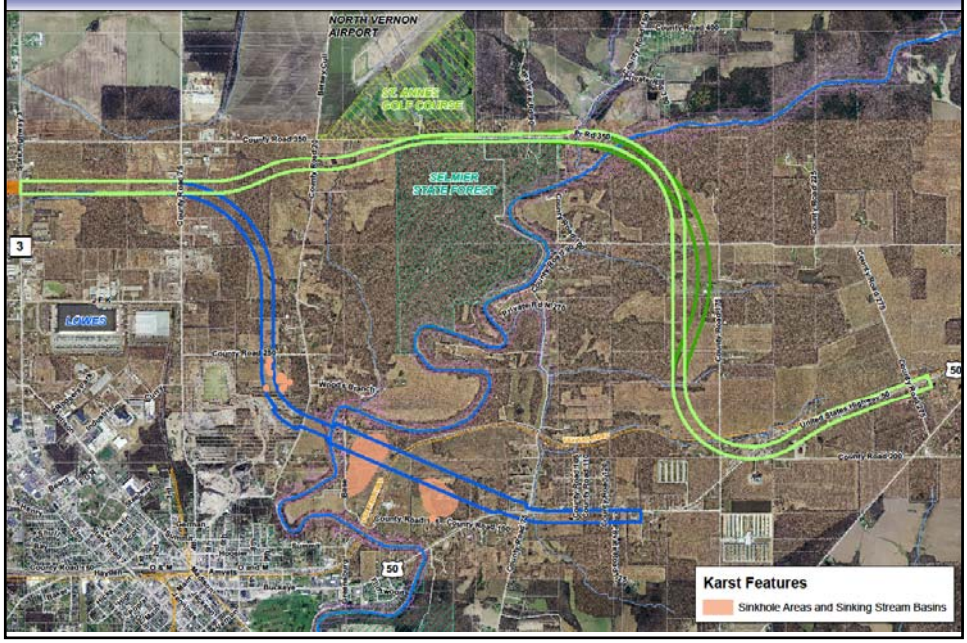
Corridor-wide Issues

Preliminary Water Resource Impacts

	4mB1	4mB2	4nB1	4nB2	4sB1	4sB2	6D
EPH streams (LF)	4,477	4,132	3,698	2,941	4,930	4,255	2,528
INT streams (LF)	1,165	1,085	1,193	1,094	1,171	1,103	--
Vernon Fork (LF)	364	352	355	365	361	361	421
PEM wetlands (ac)	13.43	9.59	13.43	9.59	13.49	9.65	10.28
PFO wetlands (ac)	10.81	10.65	10.81	10.65	10.81	10.65	10.35
Open Water (ac)	0.74	0.73	0.58	0.25	1.16	0.77	0.26

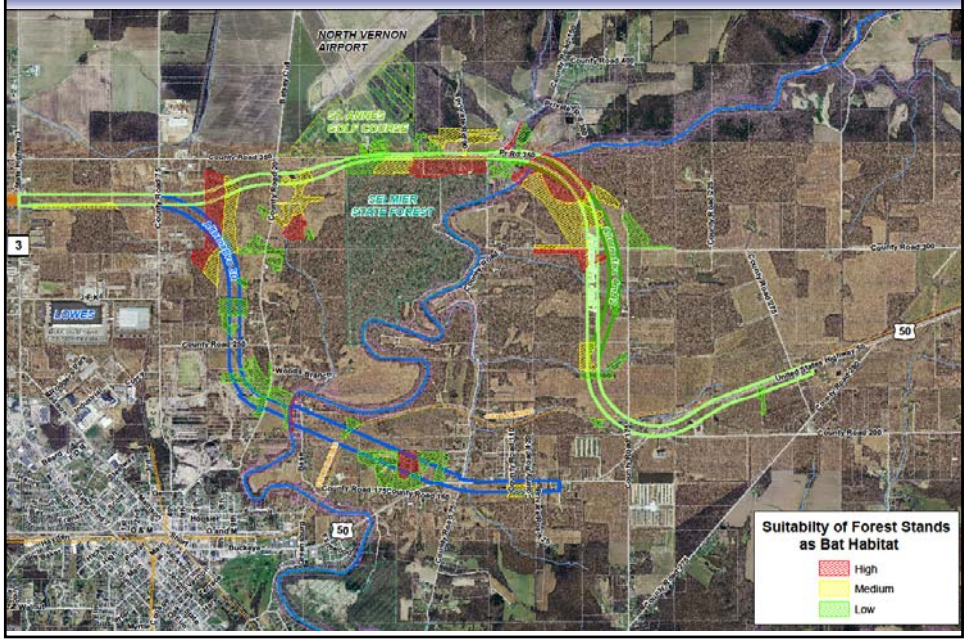
Karst

Corridor-wide Issues



Indiana Bat Habitat

Corridor-wide Issues



Indiana Bat Habitat

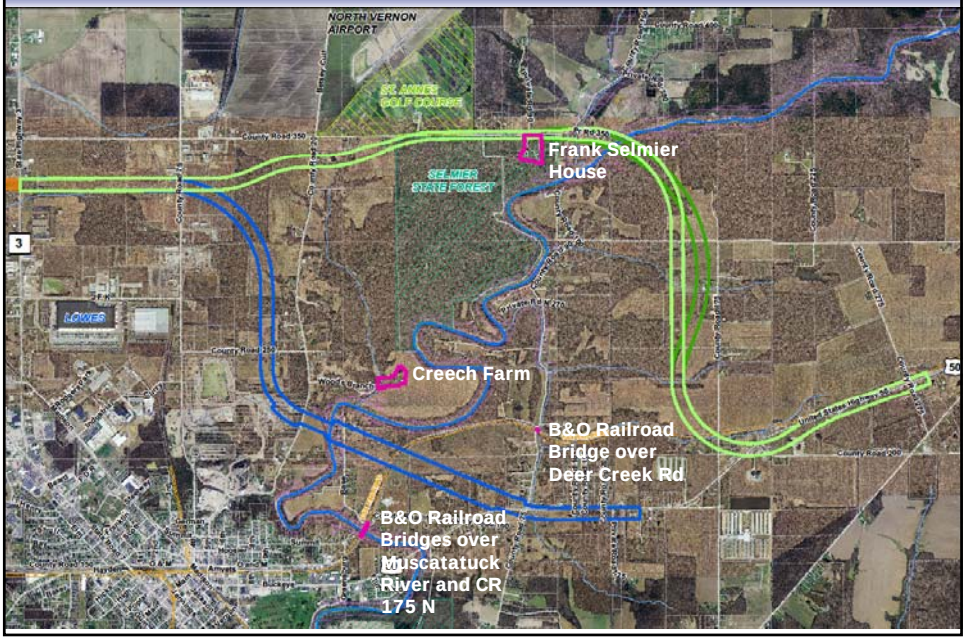
Corridor-wide Issues

Impacts to Indiana bat habitat (acres)

	4mB1	4mB2	4nB1	4nB2	4sB1	4sB2	6D
High	21.2	20.1	18.6	17.0	26.6	25.5	12.8
Medium	16.9	13.4	15.6	10.8	19.1	14.8	6.6
Low	7.4	8.8	8.7	10.5	7.1	9.0	18.6
TOTAL	**45.4**	**42.3**	**42.9**	**38.3**	**52.9**	**49.3**	**38.0**

Cultural Resources

Corridor-wide Issues



Conclusion

- Ways to contact the project team
- Thank you for attending
- Questions?

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☐ Troy Jackson	Friends of the Muscatatuck River	PO Box 1064 North Vernon, IN 47265	
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☐ Donnie Miller	St. Anne's Golf Course	306 E CR 350 N North Vernon, IN 47265	
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Press Releases

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

News Release

FOR IMMEDIATE RELEASE
October 10, 2012

List of Alignments Narrowed for U.S. 50 North Vernon Bypass

Three alignments will be studied in detail; Environmental surveys begin next week

NORTH VERNON, Ind. - The Indiana Department of Transportation (INDOT) has identified three alternatives for the eastern section of the U.S. 50 Bypass that will be studied in detail and refined over the next two months. The three alternatives, shown to the public at the Sept. 6 open house, to be carried forward are: Alternative 4B, 6D, and 6F/E (a blending of Alternatives E and F).

The decision-making process incorporated environmental and engineering data as well as input from the public and regulatory agencies. The outreach effort has included:

- Community Advisory Committee Meeting (Aug. 21)
- Public Open House (Sept. 6)
- Numerous meetings with local stakeholders, including elected officials, North Vernon Airport, St. Anne's Golf Course, Jennings County Economic Development Commission and Deer Creek Campground.
- Coordination with federal and state agencies to ensure compliance with environmental regulations.
- Letters and email correspondence with community members.

"The team has appreciated the input and support it has received from the community and its leaders," said Jim Earl, INDOT's project manager. "We've reached out to a lot of people and the input we've received has helped the team ensure the project meets the community's goals."

The three alternatives carried forward follow two different corridors.

- Alternative 4B: This alternative continues east from SR 3, where construction ends for the western section of the bypass. After crossing CR 20 W, it turns north to follow CR 350 N between the golf course and the state forest. The road continues across the Muscatatuck River and then begins heading south paralleling CR 175 E. The road bridges over the CSX rail line near Rose Acre Farms and then bends to the east to rejoin the existing U.S. 50.

- Alternative 6D: This alternative also continues east from SR 3 but turns south paralleling CR 20 W. Near the quarry the road turns to the southeast to cross over the river and the railroad, rejoining existing U.S. 50 near Deer Creek Road.
- Alternative 6F/E: The first section of this alternative would mirror Alternative 6D, but would turn due east before it reaches the quarry and then turn southeast to cross the river and the railroad at their closest point with a single bridge, before rejoining existing U.S. 50 near Deer Creek Road.

The alternatives selected were those that best balanced transportation and community needs with minimizing social, economic, and environmental impacts. Each of these alternatives would create a safe, efficient roadway that would address the project goals of improving traffic flow and safety for U.S. 50 and support long-range county and state goals for the corridor. The team considered the potential for impacts to resources such as wetlands, streams, forest habitat, historic architecture and community facilities, as well as engineering challenges that result from the varied terrain in the corridor.

Now that the list of alternatives has been narrowed, the team will begin detailed environmental and engineering analyses. State law allows project staff to enter private property to conduct surveys for wetlands, streams, and archaeological resources. Each property owner has previously been sent information regarding this work and the potential need to enter their property. Surveys will begin next week and will continue for several weeks, depending on weather and other factors. If property owners have any questions about this work, they are asked to contact Dan Prevost at 317-616-1017 or INDOT's Seymour District at 877-305-7611.

The purpose of the U.S. 50 Bypass is to improve traffic operation in and around North Vernon and increase accessibility to existing and potential growth areas. The project proposes a new limited-access, two-lane roadway that would bypass downtown North Vernon to the north. The western section of the U.S. 50 Bypass between C.R. 400 W and S.R. 3 is scheduled to open in December 2013. Construction on the eastern section is scheduled to begin in early 2014 with the completed bypass opening to traffic by the end of 2015.

A graphic showing the three alternatives along with other information has been posted to the project's website: http://US50NorthVernon.indot.in.gov. The public can also receive updates via INDOT's social media sites: www.facebook.com/INDOTSoutheast and http://twitter.com/INDOTSoutheast.

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Glenda Seal, 812-524-3926 or gseal@indot.in.gov

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

News Release

FOR IMMEDIATE RELEASE
December 17, 2012

Preferred Alignment Selected for U.S. 50 North Vernon Bypass

Alternative 6D will complete bypass, connect at Deer Creek Road

NORTH VERNON, Ind. - The Indiana Department of Transportation (INDOT) has identified Alternative 6D as the preferred alignment for the eastern section of the U.S. 50 Bypass. The new roadway will begin at SR 3 where the western section of the bypass, currently under construction, will terminate. Alternative 6D takes a generally southeasterly route, crossing the Muscatatuck River south of Selmier State Forest and connects to existing U.S. 50 near Deer Creek Road.

Alternative 6D was selected because it best meets the project's purpose and need: cost-effectively addressing congestion and safety concerns on existing U.S. 50 and supporting the community's economic development goals, while minimizing impacts to the natural and built environment. The project has benefited from broad community support and INDOT appreciates the constructive input received to date.

"We understand the importance of this project to the North Vernon and Jennings County communities," said Jim Earl, INDOT's project manager. "The close coordination with stakeholders through our Community Advisory Committee, the public information meeting and numerous small group meetings guided the decision making process and ultimately will make the project better for both INDOT and the community. We look forward to continuing this relationship through final design and completion of the bypass."

Based on the preliminary design, INDOT anticipates that Alternative 6D will have the following impacts:

- 17 residential relocations
- 1 business relocation
- 17 acres of wetlands
- 3,300 linear feet of streams
- 38 acres of forest habitat

As the project team continues to refine the alignment and design details, they will work to reduce these impacts, as well as reducing the cost of construction to the extent practical. Details such as the design and location of intersections will also be determined during this process. Besides intersections with SR 3 (where the west section of the bypass terminates), and existing U.S. 50 near Deer Creek Road, the bypass will include an intersection at CR 75 W, within the City's planned industrial park area. INDOT is still evaluating the appropriate treatment of the bypass's crossing of CR 20 W; this could include an overpass, underpass, or an intersection.

"INDOT's goal is to meet the triple bottom line: fiscal responsibility, community quality of life, and commitment to a better environment," Earl said. "We will continue to work with the local community, as well as state and federal agencies to ensure that the project meets these principles."

Over the next few months, INDOT will be preparing an Environmental Assessment (EA) document, which will summarize the analyses completed to date and the decision making process. Following its publication in February 2013, INDOT plans to hold a public hearing on the project in March 2013 to gather additional input from the public. Following final approval of that process by the Federal Highway Administration, the project will move into the final design phase.

Now that the preferred alignment has been identified, INDOT will also begin a series of additional field investigations and surveys. INDOT will continue to notify property owners that requested notification prior to such field staff entering property. Property owners who wish to request notification of future activities are asked to contact Dan Prevost at 317-616-1017 or INDOT's Seymour District at 877-305-7611.

A graphic showing the preferred alignment along with other information has been posted to the project's website: http://US50NorthVernon.indot.in.gov. The public can also receive updates via INDOT's social media sites: www.facebook.com/INDOTSoutheast and http://twitter.com/INDOTSoutheast.

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Prevost, Daniel

From: Prince, Greg [gprince@indot.IN.gov]
Sent: Friday, March 22, 2013 2:46 PM
To: Prince, Greg
Cc: Seal, Glenda; Wingfield, Will (INDOT); Mcclellan, Tony; D50SWITC; Ramey, Carol; Elliott, Cher; Calder, Debbie; Riggs, Nathan W; Maginity, Harry; Deitchley, Matt; Foster, Mary; Ude, Jim; Lowther, Jason; Vandegriff, Gary; Wahlman, Chris; Mills, Trevor; Prevost, Daniel
Subject: US 50 Bypass Project Update in Jennings County

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

News Release

FOR IMMEDIATE RELEASE
March 22, 2013

US 50 Bypass Project Update: Public hearing to be held 2-3 months from now, allowing time to refine design, reduce impacts

In December 2012, INDOT identified Alternative 6D as the preferred alignment for the US 50 North Vernon Bypass. Since that time, INDOT and its consultant team, led by Parsons, have been working on several efforts:

- Completing environmental analyses and documentation;
- Refining the alignment to reduce impacts to environmental resources and private property and to reduce construction costs; and
- Meeting with local officials to address specific elements of the project including access within the industrial park and protection of the city's drinking water intake.

INDOT anticipates publishing the Environmental Assessment document and holding the public hearing about 2-3 months from now. At that time, INDOT will notify the community via the local media, website updates, and letters to affected property owners and all other parties on the project mailing list.

One of the refinements made thus far is where the bypass connects with the existing US 50 at the east end of the project. Previously, the alignment required the reconstruction of US 50 for approximately 2,000 feet east of the Deer Creek Road intersection. The project team has modified the alignment so that the bypass would connect to existing US 50 at or before Deer Creek Road. This change will reduce both construction costs and impacts on several properties located at or near the intersection.

Since December, INDOT has also been developing preliminary designs where the bypass crosses CR 20 W. The project team has determined, based on input from community leaders and our engineering and environmental analyses, that a bridge should carry CR 20 W over the bypass. This approach will maintain connectivity with downtown North Vernon for residents and businesses to the north, without compromising the operation or safety of the bypass.

INDOT understands that this project is important to the community and that those affected want information as soon as it is available. INDOT is committed to building this project and to ensuring that the project's design is in the best interest of the community, the environment, and the taxpayers of this state. The project team will

continue to provide updates through the project website (http://www.US50NorthVernon.indot.in.gov) and the local media as information is available. As always, if members of the community have any questions, they are welcome to contact the project team as follows:

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Thank you for your continued cooperation and patience as work continues to deliver this important project.

--30--

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Will Wingfield, 317-233-4675 or wwingfield@indot.in.gov

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Wednesday, September 12, 2012

Where will eastern bypass go?

Officials looking at wide variety of options for 2nd leg of U.S. 50 route

Bryce Mayer

Wednesday, September 12, 2012

This map shows the numerous routes being considered for the eastern section of the U.S. 50 bypass.—Map courtesy of Parsons

Wherever the eastern section of the U.S. 50 bypass goes, it will affect some property owners.

The Deer Creek Campground owners and patrons hope the route bypasses them. They were out in force at an Indiana Department of Transportation (INDOT) open house Thursday, Sept. 6, to show the public the possible routes and to get their input.

Many others whose properties could be impacted by the bypass also came to the open house at Jennings County Middle School to look over maps and talk with officials there. Who will be affected has yet to be determined, but the many properties are along the potential routes being considered.

Logyn Smith, 11, of North Vernon,

"This is not money driven," said Kathy Eaton-McKalip, INDOT's deputy for the Seymour District. "We want the best alternative with the least impact on property owners and the environment. That's what tonight is all about."

The route could take the highway around the north and east side Selmier State Forest, connecting back with the current U.S. 50 around CR 175W or CR 275W. Or it could cut east and south of the forest, rejoining the old highway at CR75W or CR 175W.

The route will be determined from public feedback, input from the Community Advisory Committee made up of local officials, environmental concerns and other factors, Eaton-McKalip said.

The numerous routes - a combination of 15 options - being considered look like strings of spaghetti on the map. The schedule calls for those alternatives to be whittled down to two possible routes within the next two months, then down to a final route by early next year.

Construction would begin in 2014 and be completed by the end of 2015, according to what Dan Prevost of Parsons called "an aggressive schedule. Parsons is the engineering firm involved in the planning.

lets her feelings be known with this sign she holds at the eastern bypass open house session.

At least one of the routes being considered would be detrimental to Deer Creek Campground, says its owners, Bill and Kathy Maschino. While the route, tagged Alternate F&G, would not go directly through the campground, it would likely close access from south on CR 75N. That would leave a long, circular route from CR 15N and CR 300N to get there.

"Those alternate routes don't work very well," Bill Maschino said. "We learned that when Deer Creek Road was closed (for upgrades to it and the current U.S. 50 two years ago)."

The campground is over 40 years old and the Maschinos have owned it for over 11 years. It has 100 campsites and is open from April through October.

"We're pretty full most weekends," Kathy Maschino said, estimating a weekend population of 250 people.

"I've been going there every weekend for 26 months," said Mark Smith of North Vernon. "We love it there. Some people like it so much, they have their ashes spread there."

Libby Warner of Columbus says she wants the state to leave the campground alone.

"We have so much fun there," Warner said. "We have cookouts and pitch-in dinners, bingo games, arts and crafts, a small swimming pool and a putt-putt course. We have it all."

Kathy Maschino said she believes the campers provide a substantial boost for North Vernon, "more than Homeland Security (the Muscatatuck Urban Training Center) does, I'd guess."

A historical landmark - the ruins of a log house built around 1850 that had been an Underground Railroad Station - and an Indian burial ground next to the campground are also features that could prevent the Alternative F&G route from being selected, the Maschinos hope.

Other people also expressed concerns about the shorter routes, one of which would clip the corner of the Hanson Aggregates rock quarry.

"The terrain is pretty severe through there," said Steve Creech whose mother, Betty, lives in the area and whose home is directly in the path of one of the routes. "There are nothing but hills and hollers in that area."

For Mont "Mac" Calhoun, whose family's farm is off the corner of CR 350N and CR 75E (Fifth Street), there is no escaping.

"Any way it goes, it will affect the farm," he said.

No estimate is available on the eastern leg of the bypass until the final route is determined. The western section, now under construction and expected to be completed by the end of 2013, has a total cost of $50 million.

As with the western section, the eastern bypass will be a two-lane, limited-access highway with enough right-of-way that it can be expanded to four lanes in the future.

"It's exciting to see so many people here providing the type of information we seek to make the best possible decisions," Eaton-McKalip added. "We worked extremely hard on the western bypass so it would have the least impact on people and the environment and are doing the same for the eastern bypass.

"This is an important project and we want to get the second half built so it doesn't create any more traffic headaches than possible for North Vernon and the area," she added.

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PlainDealer-Sun.com
Wednesday, September 19, 2012

Which way for bypass?

Wednesday, September 19, 2012

The eastern section of the U.S. 50 bypass will go somewhere. The question is, where?

The Indiana Department of Transportation (INDOT) has begun the process of selecting the second half of the northern route around North Vernon and the initial possibilities are, well, almost endless. No less than 15 options are available, counting mergers and splits, among the alternatives being studied. Some would cut west and south of the Selmier State Forest, others would go all the way around Selmier, north and east, before meeting back with the current U.S. 50 route west of North Vernon.

As with the bypass' western section, on which construction began earlier this year, many properties will be affected. The goal is to impact as few properties as possible and the environment while selecting a route that will take traffic effectively and efficiently around North Vernon. That's not an easy task when picking the location for a two-lane limited access highway while making sure there is enough room to expand it to four lanes in the future.

At first glance, one of the more sweeping alternatives around Selmier seem like the more logical choice. It would be more of a bypass around North Vernon and the difference in mileage versus the old U.S. 50 route through the city would be minimal. One of the alternatives cutting between the city and Selmier would present a more abrupt and circular route, so much so that motorists might choose to take the old highway through the city and thus defeat the bypass' purpose.

However, the alternatives that go west of Selmier would be shorter, which possibly could mean less cost for engineering, real estate acquisition and construction. There is also the consideration of tackling the terrain and building a bridge across the Muscatatuck River, which obviously will be expensive.

Not only will homes and farms be affected, but so possibly could at least two recreational facilities - St. Anne's Golf Course and Deer Creek Campground - depending on which route is finally selected. Planners must also consider the North Vernon Municipal Airport, which already has negated part of the northernmost alternative, although officials say most of that option remains viable.

INDOT and Parsons, the engineering firm doing the planning, has been soliciting input from the public and is also relying on the Community Advisory Committee, a group of local officials, in determining the final route. After whittling down the alternatives to two within the next two months, a single choice will be selected early next year.

The routes now on the table are all very preliminary and even some of them could be changed further, as happened during the same process on the western bypass. The selection is too important not to fully weigh all conceivable factors. Whatever path for the new bypass that is chosen will change North Vernon and Jennings County forever. The bypass, scheduled to be open to traffic by the end of 2015, will also change the area for the good. Not only will it relieve traffic congestion and improve safety, the bypass also will open the door to more economic development. Hopefully, that will make it worth all the pain and angst facing property owners in the path of the bypass.

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Wednesday, September 19, 2012

Airport to get $1.4M upgrade

Increased ramp space will allow for parking of more and larger aircraft

Bryce Mayer

Wednesday, September 19, 2012

This engineer's drawing shows where new ramp space will be located at the North Vernon Municipal Airport.—Drawing courtesy of Butler, Fairman & Seufert

Another major improvement is coming to the North Vernon Municipal Airport. A $1.4 million project will add 10,000 square yards of apron space, which will greatly increase parking space for both large corporate and military aircraft and smaller private aircraft, and move and upgrade the fuel dispensing system so aircraft can be more efficiently serviced.

The Federal Aviation Administration this week awarded a $1.2 million grant for the project. The remaining costs will be covered by local funds of $104,000 and state funds of $35,000. Local funding will come from North Vernon's Tax Increment Funding District with the Indiana Department of Transportation to pay the state's share.

The project will provide considerably more parking and taxiing space for aircraft, according to Chuck Carson.

"This will be the finishing touch to everything we've been doing lately," said Carson, president of the city's Board of Aviation Commissioners. "Finally, we will be able to handle parking for large general aviation aircraft instead of having them park next to the runway."

Currently there is only enough ramp parking available for only two small or one large aircraft at the airport and that area is next to the fuel pump. Congestion often results, especially when larger aircraft are parked there.

"It kind of jams us up," Carson said. "Our airport handles larger planes than most people realize. When Lowe's comes in here with their three-engine business jet and parks next to the fuel pumps, other aircraft can hardly get by it. The other day a large Beechcraft twin-engine turboprop plane pulled up to the fuel pumps and caused a similar jam. If a C130 (military aircraft) was pulled up to the pump, pilots would have to wait until it was done before they could even get off the runway. Now we won't have that problem anymore.

"This will be good for everything, the business planes, the transient aircraft that sometimes park at the airport over night and the military that uses the airport on a limited basis," Carson added.

The project is not designed specifically for the accommodation of military aircraft, said Corey Harper, but it will enable more and larger military aircraft to use the airport. Harper is with the engineering firm Butler, Fairman & Seufert that designed the project.

"The project's target audience is the larger jets, such as corporate and business aircraft," Harper said. "The side

effect will be increased capability for military aircraft."

That would include the C130, a large transport aircraft that the military could use to bring in troops and equipment for training exercises at the nearby Muscatatuck Urban Training Center in Butlerville.

The renovation of the airport's 5,002-foot main runway, a $2.5 million, nine-month project that was completed last June, strengthened and reinforced the runway enough that aircraft as large and heavy as the C130 can safely use it.

The new ramps will be constructed in two locations at the airport, allowing for the parking of larger aircraft in one spot and the smaller aircraft in the other.

Harper said the new ramp space is badly needed.

"The limited ramp space now even hinders helicopters because they can't get to the fuel pump if an aircraft is parked nearby," he said. "This will relieve congestion quite a bit and allow for increased capabilities for fueling aircraft."

Dave O'Mara Contractor Inc. of North Vernon is the prime contractor for the project, submitting the successful bid earlier this year. The same firm also did the runway work.

"We're glad to get a local contractor again," Carson said, "plus everything they do is top notch."

Construction will begin "as soon as possible."

"Hopefully the work can begin by the end of this month and be completed by year's end, but that will depend on the weather," Carson added. "There is a lot of dirt to move and a lot of other things to do."

The airport serves much more than just the so-called "hobby flyers" who have small, two- and four-passenger prop planes like himself, Carson said.

"This won't really affect us," he said. "The project, though, will help the airport a lot and, in turn, the community. We will now have the ability to do more business because of the increased capacity for parking aircraft."

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Wednesday, October 10, 2012

State zeroes in on eastern bypass routes

Bryce Mayer

Wednesday, October 10, 2012

One of these three routes will be selected for the eastern leg of the U.S. 50 bypass.—Parsons graphic

The Indiana Department of Transportation (INDOT) on Wednesday identified three alternatives for the eastern section of the U.S. 50 bypass that officials say will be studied in detail and refined over the next two months.

The three alternatives of those that were first published a month ago to be carried forward are Alternative 4B, 6D, and 6F/E, a blending of Alternatives E and F.

Estimates on the cost are not yet available from INDOT. The western leg of the bypass, as well as spot improvements and replacement of the bridges over Mutton Creek, Storm Creek and branch of Storm Creek on existing U.S. 50, has a total construction cost of $22 million.

The decision-making process incorporated environmental and engineering data as well as input from the public and regulatory agencies. The outreach effort included a Community Advisory Committee meeting on Aug. 21; a public open house on Sept. 6; meetings with local stakeholders, including elected officials and those involved with the North Vernon Municipal Airport, St. Anne's Golf Course, Jennings County Economic Development Commission and Deer Creek Campground; coordination with federal and state agencies; and correspondence with community members.

"The team has appreciated the input and support it has received from the community and its leaders," said Jim Earl, INDOT's project manager. "We've reached out to a lot of people and the input we've received has helped the team ensure the project meets the community's goals."

According to Earl, the alternatives selected were those that best balanced transportation and community needs with minimizing social, economic and environmental impacts.

Now that the list of alternatives has been narrowed, the team will begin detailed environmental and engineering analyses. State law allows project staff to enter private property to conduct surveys for wetlands, streams and archaeological resources. Each property owner has previously been sent information regarding this work and the potential need to enter their property.

Surveys will begin next week and will continue for several weeks, depending on weather and other factors.

The western section of the U.S. 50 Bypass between CR 400W and SR 3 is scheduled to open in late 2013. Construction on the eastern section is scheduled to begin in early 2014 with the completed bypass opening to traffic by the end of 2015.

More information is posted online at US50North Vernon.indot.in.gov.

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THE REPUBLIC

Jennings Sunday: Three options chosen for U.S. 50 bypass

By Mark Webber mwebber@therepublic.com
Reporter
First Posted: October 13, 2012 - 9:19 pm
Last Updated: October 13, 2012 - 9:19 pm

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NORTH VERNON — Three potential routes for the U.S. 50 bypass in North Vernon have been identified by the Indiana Department of Transportation.

The three routes follow two different corridors.

East from State Road 3, where construction ends for the western section of the bypass. After crossing County Road 20W, it turns north to follow County Road 350N between the golf course and the state forest. The road continues across the Muscatatuck River and then begins heading south as it joins County Road 175E. The road bridges over the CSX rail line near Rose Acre Farms and then bends to the east to rejoin the existing U.S. 50.

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East from State Road 3, then turning south to join County Road 20W. Near the quarry, the road turns to the southeast to cross over the river and the railroad, rejoining existing U.S. 50 near Deer Creek Road.

East from State Road 3 before it reaches the quarry and then to the southeast to cross the river and the railroad at their closest point with a single bridge, before rejoining existing U.S. 50 near Deer Creek Road.

INDOT officials say all three options will be studied and refined during the next three months.

The decision-making process used environmental and engineering data as well as input from the public and regulatory agencies.

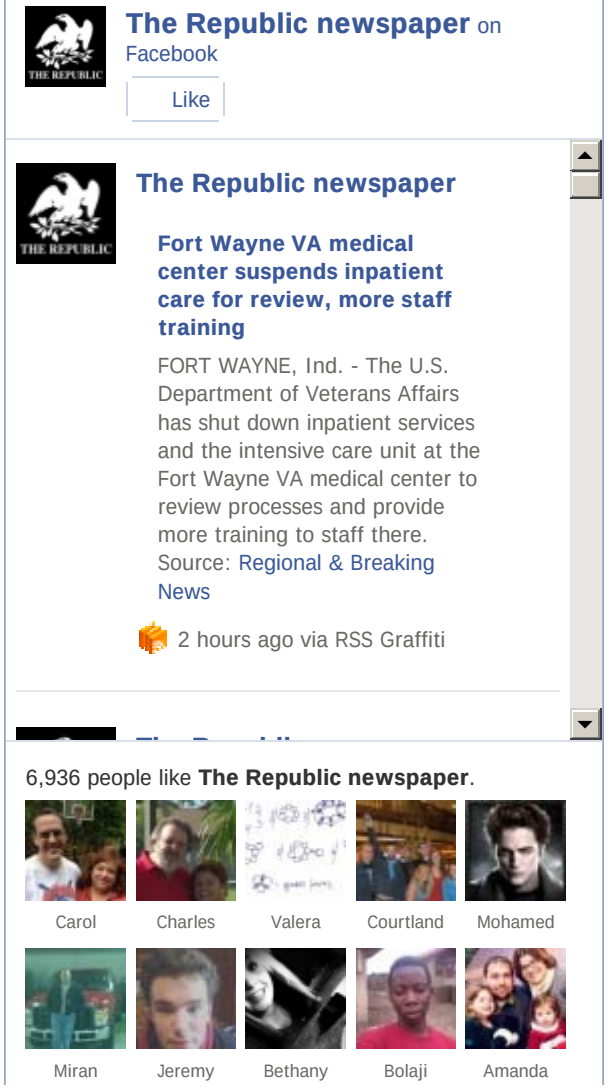
“We have appreciated the input and support this project has received from the community and its leaders,” said Jim Earl, INDOT’s project manager.

He said input will helped the team ensure the project meets the community’s goals.

Earl said the three options provide the best balanced transportation and community needs while minimizing social, economic and environmental effects.

INDOT officials say they also believe each proposed route would create a safe, efficient roadway that would address the project goals of improving traffic flow and safety for U.S. 50. State officials also considered long-range county and state goals for the corridor.

The team that selected the choices considered the potential for effects to resources such as wetlands, streams, forest habitat, historic



architecture and community facilities. Another consideration was engineering challenges that result from the varied terrain.

Now that the choices have been narrowed, the team will begin detailed environmental and engineering analyses.

State law allows project staff to enter private property to conduct surveys for wetlands, streams and archaeological resources.

Property owners were sent information regarding this work and the potential need to be on their land.

Surveys will begin this week and will continue for several weeks, depending on weather and other factors.

The purpose of the U.S. 50 Bypass is to improve traffic operation in and around North Vernon and increase accessibility to existing and potential growth areas. The project proposes a new limited-access, two-lane roadway that would bypass downtown North Vernon to the north.

The western section, located between County Road 400W and State Road 3, is scheduled to open late next year. Construction on the eastern section is scheduled to begin in early 2014 with the completed bypass opening to traffic by the end of 2015.

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Wednesday, October 17, 2012

Much to consider when choosing bypass route

Wednesday, October 17, 2012

Dear Editor,
The Indiana Department of Transportation recently released the three proposed routes for the U.S. 50 east bypass going around North Vernon. While I have an admitted bias in the matter as one route will take our property, I would like to express my concerns for two of the alternatives. My concerns are with alternatives 6/F-E and 6/D. These are the two shorter of the routes proposed that some may think are the better alternatives but I will attempt to explain why this is wrong.
1. Economic develpopment. If we are going to the expense of the project as a whole please be forward looking some 50 years down the road and pick the route, 4-B, which gives the most expanse for economic development. The two southern routes, 6/ F-E and 6/D, are barely a half mile from the city's eastern border and offer little to no room for economic growth. There are two proposed industrial parks in the area of the North Vernon Municipal Airport and room for plenty more. It just makes sense to put the bypass close to industry and afford our community room to grow and maximize potential growth not only for North Vernon but for the state as a whole. Save the expense of improving the county roads at a later date because of increased semi-truck traffic. Can we honestly even call it a bypass when it comes out this close to the eastern border of town? Can we all not see the city annexing this area and then in 30 years build a bypass around the bypass? I would compare it to going to the trouble to pack for a vacation, fill the car with gas, load the kids and then turning around at the city limits.
2. Water safety. This may be the single most important reason for abandoning the two shorter southern routes. Any route chosen will require a bridge over the Muscatatuck River. One this close to the City of North Vernon's water supply, the Muscatatuck River, leaves no time for response should an accident occur involving an industrial spill occur on the bridge. I know the area of the Muscatatuck in this area well and the banks are steep and hard to traverse on foot, let alone trying to haul heavy equipment up and down them needed for such an industrial accident clean up. We all know that bridges ice up in the winter and a tanker spill a mere half mile from the city water supply could prove catastrophic for the citizens of our North Vernon. Also part of the bypass is to increase industry, which would be where along the river? I was told by an Indiana Department of Natural Resources conservation officer that the Muscatatuck is one of the cleanest rivers in all of Indiana. Let's keep it that way. There would simply not be time to react if this scenario plays out. Please think this through.
3. Safety. The two southern routes will enter and exit along the top of the hill where CR 175W enters U.S. 50 and down to the Deer Creek Road area. This could possibly be the single most treacherous and fatal area along the whole section covered by the U.S. 50 bypass having numerous fatalities over the years. Combined with the extra traffic burden this will place from future development along with the Muscatatuck Urban Training Center and Rose Acres, I can simply say this is a death waiting to happen at any moment. I wouldn't want it on my conscience.
4. Availability to the airport: road traffic. The two southern routes are farther from the airport that has had extensive use as a forward operating base in recent years by the Indiana National Guard and high levels of troop movement involving many slow-moving heavy trucks and transport vehicles. Put the bypass at the closest possible entry and exits to the airport and MUTC for our troops, thus avoiding congestion on our county roads and again improving safety for all the citizens of Jennings County.

Tracy Thompson
North Vernon

To be continued
in next week's
Plain Dealer

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Wednesday, October 24, 2012

Much to consider when choosing bypass route

Wednesday, October 24, 2012

(continued from last week)
Dear Editor,
The Indiana Department of Transportation recently released the three proposed routes for the U.S. 50 east bypass going around North Vernon. My concerns are with alternatives 6/F-E and 6/D that I think would be wrong for these reasons:
[Economic development, water safety, traffic safety and availability to the airport: road traffic reasons were explained in the the first part of the letter published on Oct. 18.]
5. Availability to the airport: economic viability. It just makes sense to put the bypass by the airport. Nothing more needs said in this area.
6. Jobs and wages. Let's face it, we need jobs in Jennings County that pay a decent wage. How do you do that? Create competition for the workforce. Right now that is not the case. With more room for development by lengthening the bypass route, we have more possibilities, more factories and more jobs that in turn make higher wages when employers have to compete for workers.
7. Selmier State Forest. This is one of the most underutilized properties in all of Jennings County. Let's use some of the money from land acquisition along the route to create habitats for wildlife, nature trails that could be used by area students and on and on. Remember, this property belongs to all the taxpayers of Indiana and for it to be underused is a waste of taxpayer dollars. The bypass will raise awareness of Selmier's existence and make it a better place through public awareness and use. If you are worried about the environment, then turn your attention to the possible damages caused to the Muscatatuck River as they could be irreversible.
I am sure there are other arguments. These are just mine, and as I said, I am a little biased. You see, I love this area of the Muscatatuck River and enjoy the beauty it offers. I also believe if the bypass is coming, let's make it a win-win for the taxpayers, not a half-baked effort.
As I recall, the three primary objectives of the bypass are alleviate congestion through downtown North Vernon, improve safety along the corridor and provide economic development stimulus for North Vernon.
Any choice but alternative 4-B would be a tremendous failure on two of the three objectives - safety and economic stimulus - and thus a tremendous waste of taxpayer dollars.
Remember folks, this thing is coming whether you like it or not. So let's make it the best it can be and get the most return for our tax dollars.
Tracy Thompson
North Vernon

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Wednesday, November 07, 2012

Bypass route must allow for industry

Wednesday, November 07, 2012

Dear Editor,
Re: "Much to consider when choosing bypass route," Oct. 18 and 25.
Why not support the industrial parks we currently have? As Exegestics has shown, there is still potential in them.
Although Mr. Thomp-son has some valid points, the only benefit I see from the 4B route is that it avoids all of the residences on the city's east side. Depending on intersection placement, I think that 4B could actually hinder access to the airport. And what about the impacts on Selmier State Forest and St. Anne's Golf Course?
I think 6D is the best route. I propose potential intersections at CR 75W for current and future industry in that area and access to the airport and at CR 250N for access to Curry Drive to that industrial park and to CR 20W for local traffic access. It would also be nice to have an overpass on CR 20W for continued safe local traffic access to downtown and the schools.
The only benefit of 6F-E over D would be to "jump" the Muscatatuck River and CSX Railroad with one "jump."
Although I feel for Mr. Thompson, I, unlike him, don't own property or live in the potential bypass area. Nor do I work or even play golf there. However, I am also a citizen of this county and would like to see it keep and attract good jobs.
Why should we hope for and concentrate on new industrial parks when we have good employers and room for more in our current parks? Can't we be happy for and support what we already have?
And although I support the military's presence, what are the chances that they're going to have a larger impact than they already do? We haven't seen it yet.
Anonymous

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Airport's economic engine

Indiana study cites $52.3 million annual impact in NV area from airfield

Bryce Mayer

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St. Ann Church, in foreground, provides a landmark for pilots flying into the North Vernon Muncipal Airport, at top of photo.

An Indiana study released this week shows that the North Vernon Municipal Airport has an enormous economic input on Jennings County, one that Mayor Harold "Soup" Campbell says is continuing to grow.

"The study confirms that the airport is really getting to be an economic engine that cranks up a lot of impact for the community," Campbell said.

According to the 2012 Indiana Airports Economic Impact Study released Tuesday, the airport contributes a staggering $52,300,399 annually in economic output directly and indirectly in Jennings County. The study says the airport also creates and sustains 426 jobs with a payroll of $19,523,860 annually.

"A lot of people don't realize how important the airport is to North Vernon and Jennings County," Campbell said. "It is an economic generator that also is self supporting. The airport is another key factor in having North Vernon poised for future growth, too, especially in bringing research and development firms and engineering companies here."

The study underscores the vital role airports play in the economic vitality of local communities and the state of Indiana.

"Many local businesses and residents rely on the state's airport network to move products, conduct business travel and bring travelers in and out of our community," said Ryan Curry, airport director. "The North Vernon Airport provides access to an international marketplace as well as to surrounding communities and states. The airport is a major asset for us as we continue efforts to attract business and industry as well as residents who want to make North Vernon and Jennings County home."

The study was released by the Aviation Association of Indiana (AAI) and Conexus Indiana. The AAI and Conexus Indiana partnered with the Indiana Department of Transportation (INDOT) to develop the 24-page report that outlines the economic benefits of Indiana's airports to the State of Indiana, with specific details on how each airport, including North Vernon Municipal Airport impacts local municipalities and the state.

In total, Indiana's 69 public-use airports, as part of the State's Aviation System Plan, contribute $14.1 billion in economic output and create and sustain more than 69,000 jobs in Indiana.

In addition to creating jobs in communities across the state, according to the study, Indiana airports provide communities with support for air cargo and logistics operations, emergency medical transportation, law enforcement/search-and-rescue efforts, aerial agricultural operations, flight training and education, land surveying and entertainment.

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The Indiana National Guard s Panther Contingency Operating Base is located on city property adjoining the North Vernon Municipal Airport. The military s presence there and its use of the airport provides additional economic impact to the community.

In Jennings County, the North Vernon Airport supports all of these as well as playing a vital role in homeland security and national defense, given the close proximity to the Muscatatuck Urban Training Center in Butlerville.

Additional study results include:
• Indiana airports serve the transportation needs of more than 6.5 million Hoosiers
• Indiana airports account for a total payroll of $4.1 billion. Of the total 69,149 jobs, approximately 30 percent exist at Indianapolis International Airport, another 23 percent exist at Indiana's other three commercial airports, and the remaining 47 percent exist at Indiana's 65 general aviation airports.
"The numbers once again tell the story about the positive impact of Indiana's aviation industry," said Kevin Brinegar, president and CEO of the Indiana Chamber of Commerce. "That impact extends well beyond the commercial airports in the larger cities to the many general aviation facilities that provide timely service to local businesses and individuals throughout the state."
The study was modeled after Federal Aviation Administration-endorsed study methodologies to determine the economic impact of both on-airport and off-airport property businesses to the state's economy. This includes the economic impact of businesses located on airport property, such as airlines and air traffic control, and airport users, including businesses that use airport services to support business functions.
The overall economic impact of airports to the state, however, includes more than direct contributions from on-airport and off-airport businesses. When businesses themselves or their employees spend money in the local community to purchase food, pay for childcare or entertainment, those dollars are also accounted for in the overall economic impact. The economic impact outlined in the 2012 report takes into consideration all direct, in-direct and residual economic impacts.
"These study results paint a clear picture of the value of Indiana's airports not only to residents who rely on air travel for business and pleasure, but to the thousands of businesses that rely on airport services to move people and products," said Bart Giesler, executive director of the Aviation Association of Indiana. "This backs our continued assertion that aviation investment by the state creates jobs in the private sector. Airports connect Hoosier businesses to their customers and this connection means jobs."
A full copy of the report can be found on the AAI website at aviationindiana.org or the Conexus Indiana website at conexusindiana.com.

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'Just the beginning' for airport

NV facility welcomes huge military transport airplane heralding increased aviation capability

Bryce Mayer

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Roy Matthews, from left, Bert Corya and Keith Stearns look over the outside of the C-130 Thursday at the North Vernon Municipal Airport.

For 40 years, Bill Black has been active at the North Vernon Municipal Airport as a pilot. For the last 21 years, he has served on the airport's board of aviation commissioners.

"I never thought I'd see the day when this airport could handle aircraft like this," Black said Thursday as he and others watched a giant military transport plane land there. "This is amazing."

The arrival of the plane, a Lockheed Martin C-130 Hercules, capped a celebration at the airport marking the facility's recent selection as the Aviation Association of Indiana's Airport of the Year.

For two hours, the public toured the giant airplane as it sat on the runway.

"This is similar to the planes I worked on when I was in the Air Force," said Roy Matthews, a North Vernon veteran of the Vietnam War. "It's very impressive to see it at our airport."

Before a $2.5 million renovation project was completed on the airport's main runway five months ago, the airport couldn't handle aircraft this size.

The rebuilt runway now has a maximum weight load of 150,000 pounds compared to 60,000 previously, so it can easily handle a C-130 that weighs around 75,000 pounds when empty and can carry a payload of up to 72,000 pounds.

This was by far the largest aircraft to ever land and take off at the airport, according to officials.

Before the C-130's arrival from Louisville with a Kentucky Air National Guard crew aboard, an appreciation luncheon was held in the airport terminal where several dignitaries spoke.

Among them was Marty Blake, aviation planner with the Indiana Department of Transportation.

"This airport is absolutely one of our gems among the state's public airports," Blake said. "INDOT is glad to partner with the Federal Aviation Administration and the North Vernon community in the many recent upgrades made here."

As he watched the large number of people touring the C-130, Chuck Carson, president of the aviation board, was beaming like a proud father.

"This is only the beginning," he said.

Bart Giesler, AAI executive director, noted how even small communities like North Vernon boost their economic development through airports.

"Airports such as North Vernon's are more than just playgrounds for the rich," he said. "An airport is an interchange for the interstate in the sky. From the mile of runway here, you can go anywhere."

And now, go anywhere in a big way.

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November 20, 2012

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11/19/2012 1:19:00 PM

Military's presence grows, helping to spark muti-million dollar improvements at airport

Bryce Mayer

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People wait patiently in line Thursday at the North Vernon Municipal Airport to tour the C-130 Hercules, entering the giant aircraft from the rear cargo bay and exiting out of a door below the cockpit in the front portion of the plane.

The military's presence continues to increase at the North Vernon Municipal Airport as Thursday's fly-in by a C-130 demonstrated.

Maj. Gen. Omer Tooley, Indiana National Guard commander, said the airport is a key component in facilitating training at the Muscatatuck Urban Training Center in Butlerville and has been ever since the military took over the former Muscatatuck State Developmental Center grounds seven years ago.

"Fourteen thousand Guardsmen have already benefitted from this airport," Tooley said. "We will see a lot more come in as the airport plays a larger role in what we and the nation are doing."

The North Vernon Board of Aviation Commissioners, which includes Chuck Carson, Howard Malcomb, Bill Black, Dennis Apsley and Rolla Millspaugh, said the airport will continue to serve private and corporate aviation as the military presence grows.

For instance, a $1.2 million project is now underway to enlarge ramp or aircraft parking space at the airport. An entire section is being built strictly for the smaller planes with another separate area under construction where C-130s and larger planes can park.

Clearly, though, the military is becoming an increasingly bigger customer at the airport. Blackhawk helicopters already refuel there and it is expected that other military aircraft, including the C-130s, will in the near future. The work now being done at the airport includes the construction of a new fueling center for such aircraft.

"We see the airport, an important aviation asset, as an integral component of our ability to execute our total training and testing support mission," Tooley noted in a letter he wrote earlier this year that was part of North Vernon's airport of the year application.

In that letter, Tooley praised the partnership between the National Guard and the airport, citing the Panther Contingency Operating Base, also known as Local Training Area "Panther," located on the airport grounds.

"LTA Panther has been developed into a formidable staging and marshaling facility," he wrote. "LTA Panther is utilized by numerous customers, including Department of State and Department of Defense civilians training to go overseas in reconstruction missions. The offsite location, in relation to the Muscatatuck Training and Testing Complex, adds additional realism to the training experience."

Besides transporting troops and equipment for exercises at Muscatatuck, the North Vernon Airport will provide another place for military pilots to train that are more similar to what they will

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Clayton Bradshaw of Lex ing ton, Ind., exits after walking through the C-130 Thursday.

see during actual military operations.
"It is great training to land and take off on smaller fields like this one," said Col. Ken Dale, one of the Kentucky Air National Guard crew members on the C-130. "We don't have to worry about traffic like we do at our base at Louisville International Airport."
"The airport's cooperative approach has been and will continue to be critical to the overall training and testing success of Camp Atterbury and the Muscatatuck Complex. As we compete with our installations nationwide for additional training and testing customers for Muscatatuck, we find airspace and aviation support a critical consideration," Tooley added.

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Jennings Sunday: Council researching acquisition of areas near new bypass site

By Cecelia Ellis
First Posted: November 24, 2012 - 9:32 pm
Last Updated: November 24, 2012 - 9:32 pm

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NORTH VERNON — The North Vernon City Council is again researching the possibility of annexing areas north of the city along State Road 7 and State Road 3, where a new bypass will be built.

Council member Brian Hatfield suggested during the Nov. 13 council meeting the possibility of annexing those areas. He said the idea struck him as he was driving south into town and saw two businesses on either side of the highway.

“This needs to become a vibrant part of the future,” Hatfield told council members. “We need to extend our city limits.”

North Vernon Mayor Harold “Soup” Campbell agreed annexation should be considered, adding that the council also might want to look at where the bypass will cross State Road 3.

“It’s the only way we will be able to control the kinds of things that will grow up close to town around the bypass,” Campbell said after the meeting. “There are some things that could be built that would not be acceptable in this community if the city does not have any control.”

The council previously researched the possibility of annexing the areas but stopped the process when members learned that nothing could be changed while the 2010 census was under way.

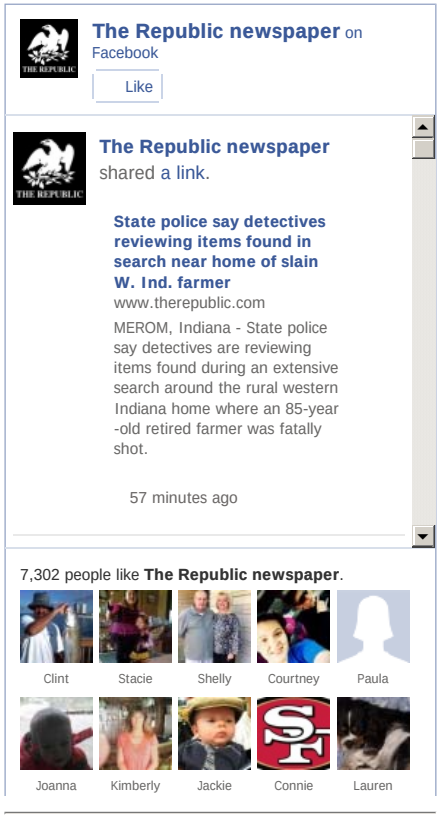
If annexed, the areas would be zoned for uses similar to what’s nearby, Campbell said.

He added the area along State Road 7 would be zoned for commercial use, while State Road 3, which leads to the nearby North Vernon Industrial Park, would be zoned for industry.

City Engineer Brad Bender has started the process of counting homes in those two areas.

If these areas are annexed, the city would provide such services as police and fire protection, roads, sanitation, water, sewage and street lights. Properties would be subject to city taxes, if annexed.

“It will be a long process,” Campbell said. “As the study is completed, we will have public meetings so people can ask questions and voice their concerns.”



Military center, bypass development keys

By Mark Webber mwebber@therepublic.com
Reporter
First Posted: December 08, 2012 - 9:26 pm
Last Updated: December 08, 2012 - 9:26 pm

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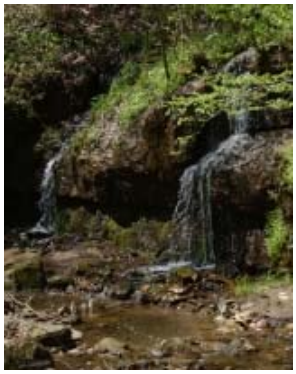

Submitted Photo North Vernon native and photographer Melodie Ramey will display a collection of her photographs, like this Jennings County nature shot, throughout January at A Perfect Day Cafe in North Vernon.

VERNON — The future development of Jennings County will depend largely on what commercial interests are allowed near the Muscatatuck Urban Training Center and the future U.S. 50 bypass.

That's according to the comprehensive plan prepared by more than 30 residents for the Jennings County Economic Development Commission.

Members of the steering committee that drew up the plan include elected officials, real estate professionals, agribusiness representatives and several others.

The plan, which is the first to be developed for Jennings County in 18 years, contains a strong warning concerning commercial growth along the future bypass.

It emphasizes that care must be taken that any new business "does not detract from the local business in the heart of the urban areas in North Vernon and Vernon, causing their eventual decline and decay."

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Monday, December 17, 2012

State picks eastern bypass route

New U.S. 50 roadway to cut southwest of Selmier State Forest, cross Muscatatuck River near city dam

Bryce Mayer

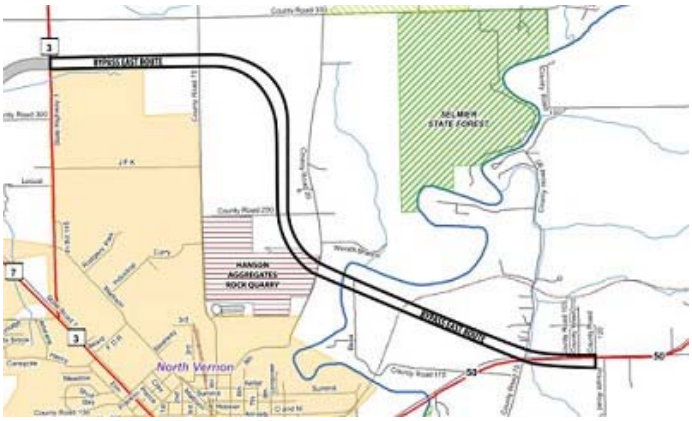
Monday, December 17, 2012

The Indiana Department of Transportation (INDOT) announced Monday it has identified Alternative 6D as the preferred alignment for the eastern section of the U.S. 50 Bypass around North Vernon.

The new roadway will begin at SR 3 where the western section of the bypass, currently under construction, will terminate. Alternative 6D takes a generally southeasterly route, crossing the Muscatatuck River south of the Selmier State Forest and connecting to existing U.S. 50 near Deer Creek Road, also known as CR 75E.

Based on the preliminary design, INDOT anticipates these impacts:

- 17 residential relocations.
- One business relocation.
- 17 acres of wetlands.
- 3,300 linear feet of streams.
- 38 acres of forest habitat.



This map shows the approximate route for the eastern portion of the U.S. 50 bypass.—Graphic courtesy of Parsons, modified by Dylan Pulley of PD&S staff

The new roadway will cross the Muscatatuck River a short distance upstream from the North Vernon city dam. That has raised concerns about how the new road and bridge might affect that part of the river, which serves as the water supply for not only the city but also utilities in Vernon, Burnt Pines and Hayden.

"The state has assured us there will be adequate safeguards to prevent the water supply from being contaminated," said Mike Hess, North Vernon water superintendent. "We had concerns not just about road salt and the brine solution put on the roadway getting into the river, but also the potential threat of a tanker wrecking off the bridge. We haven't seen the exact details yet, but the state says it will be able to capture those chemicals before they get in the water supply."

Some had expected the route to go north around the Selmier State Forest before veering southward back to current U.S. 50, including North Vernon Mayor Harold "Soup" Campbell and Jennings County Commissioner Matt Sporleder (R-District 3).

"I was in favor of the northern-most route for several reasons that I think would have benefited the city," Campbell said. "For one, a bypass farther out would have given the city more room to grow. Now in 20 or 30 years, we might be crowded with the bypass that close to the city. We will just have to be aware of what we can and cannot accomplish and do the necessary planning."

"This is the shortest route (of the ones being considered) and probably the cheapest," Sporleder said. "I didn't really have a preference, but I am kind of surprised the state decided on this route. I have concerns, too, about how it might affect North Vernon's water supply."

According to INDOT, the bypass route was selected because it best meets the project's purpose and need: cost-effectively addressing congestion and safety concerns on existing U.S. 50 and supporting the community's economic development goals, while minimizing impacts to the natural and built environment. The project has benefited from broad community support and INDOT appreciates the constructive input received to date.

"We understand the importance of this project to the North Vernon and Jennings County communities," said Jim Earl, INDOT's project manager. "The close coordination with stakeholders through our Community Advisory Committee, the public information meeting and numerous small group meetings guided the decision making process and ultimately will make the project better for both INDOT and the community. We look forward to continuing this relationship through final design and completion of the bypass."

As the project team continues to refine the alignment and design details, they will work to reduce these impacts, as well as reducing the cost of construction to the extent practical. Details such as the design and location of intersections will also be determined during this process.

Besides intersections with SR 3, where the west section of the bypass terminates, and existing U.S. 50 near Deer Creek Road, the bypass will include an intersection at CR 75W within the city's planned industrial park area. INDOT is still evaluating the appropriate treatment of the bypass's crossing of CR 20W. This could include an overpass, underpass or an intersection.

"INDOT's goal is to meet the triple bottom line: fiscal responsibility, community quality of life, and commitment to a better environment," Earl said. "We will continue to work with the local community, as well as state and federal agencies to ensure that the project meets these principles."

Over the next few months, INDOT will be preparing an Environmental Assessment document that will summarize the analyses completed to date and the decision making process. Following its publication in February, INDOT plans to hold a public hearing on the project in March to gather additional input from the public. Following final approval of that process by the Federal Highway Administration, the project will move into the final design phase.

Now that the preferred alignment has been identified, INDOT will also begin a series of additional field investigations and surveys. INDOT will continue to notify property owners that requested notification prior to such field staff entering property.

Property owners who wish to request notification of future activities are asked to contact Dan Prevost at 317-616-1017 or INDOT's Seymour District at 877-305-7611.

Construction on the eastern portion of the bypass is tentatively scheduled to start in early 2014 and be completed by the 3nd of 2015. Construction of the western leg of the bypass, from U.S. 50 in the Haines Bridge area to SR 3, is expected to be finished by late next year.

Sporleder said he thinks the eastern bypass route will work, though admitting he has mixed feelings.

"I feel for all those who will be losing homes and property," he said.

At the same time, Sporleder said he is hopeful once the bypass is completed it will relieve traffic congestion, particularly around the three-school complex, and attract new business and industry to the area.

Campbell is also looking forward to improved traffic patterns.

"No matter what route they selected for the bypass, it will relieve a large percentage of the semi-truck traffic that goes through downtown North Vernon, which will be very good," Campbell said.

More information is avaible on the Internet at: US50NorthVernon.indot.in.gov.

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THE REPUBLIC

Bypass plan includes relocations

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NORTH VERNON — A preferred route for the eastern section of the U.S. 50 bypass, which will cause the relocation of nearly 20 homes, has been announced by the Indiana Department of Transportation.

The new roadway will begin at State Road 3, where the western section of the bypass will end. The eastern section will generally move to the southeast, crossing the Muscatatuck River south of Selmier State Forest and connecting to existing U.S. 50 near Deer Creek Road.

Most of the $35 million project, which includes both the western and eastern sections, is being funded through a federal grant.

Based on the preliminary design, the route will have the following impacts:

- 17 residential relocations
- one business relocation
- 17 acres of wetlands
- 3,300 linear feet of streams
- 38 acres of forest habitat

This route was selected because it best meets the project's purpose and need, according to an INDOT news release.

The bypass is intended to cost-effectively address congestion and safety concerns on the existing highway, support economic development goals and minimize impact to natural resources and existing buildings.

Current traffic on U.S. 50 goes through residential neighborhoods along Walnut Street on the west side of North Vernon, as well as Buckeye Street through the downtown area.

The proposed bypass route crosses the Muscatatuck River, which provides North Vernon with its drinking water.

North Vernon City Council President Dave Shaw expressed concern that if a tanker overturned and spilled a significant amount of fuel into the river, it might create a public health hazard.

"It's not the best route for it," Shaw said. "There are people who will lose homes on both side of the river."

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While he said the bypass eventually might bring new jobs to Jennings County, Shaw expects the economic development benefits will remain largely confined to areas along the new highway itself.

“In regard to Short Street renovations, the stores were concerned about farmers coming downtown,” Shaw said. “Now, other cities have these things that do exactly what they say: They bypass you. Do we really want all that traffic bypassing our most established businesses? If so, we’ll have to find more creative ways to get people downtown.”

Assurances have been given by INDOT that the final design would alleviate Shaw’s concern regarding the city’s water supply, according to North Vernon Mayor Harold “Soup”

Campbell.

The mayor also said the economic impact on downtown businesses would be minimal.

“It’s more of a truck bypass,” Campbell said. “If they use it, they were looking just to get through town away.”

However, the mayor said he wishes INDOT would have chosen a more northern route that would have provided his city with a larger cushion of space for planning purposes.

INDOT understands the importance of this project to the North Vernon and Jennings County communities, INDOT project manager Jim Earl said.

“The close coordination with stakeholders through our Community Advisory Committee, the public information meeting and numerous small group meetings guided the decision-making process and ultimately will make the project better for both INDOT and the community,” he said.

Earl added that as the project team continues to make refinements, the state also will work to reduce both these impacts and construction costs. Details such as the design and location of intersections will be determined during this process.

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Besides intersections with State Road 3 and the current U.S. 50, the bypass will include an intersection at County Road 75W within North Vernon’s planned industrial park area. However, Earl said a number of alternatives that include an overpass, underpass or intersection are being considered where the new route crosses County Road 20W.

“INDOT’s goal is to meet the triple bottom line: fiscal responsibility, community quality of life and commitment to a better environment,” Earl said. “We will continue to work with the local community, as well as state and federal agencies to ensure that the project meets these principles.”

During the next few months, Earl’s team will prepare an environmental assessment, which will summarize the analyses completed to date and the decision-making process.

Following its publication in February, INDOT plans to hold a public hearing on the project in March to gather additional input from the public.

Following final approval of that process by the Federal Highway Administration, the project will move into the final design phase.

Now that the preferred alignment has been identified, INDOT will begin a series of additional field investigations and surveys.

The department will continue to notify property owners that requested notification prior to such field staff entering property.

Wednesday, January 02, 2013

NV eyes new water source

Bypass project could lead way to city getting rights to bountiful supply in quarry

Bryce Mayer

Wednesday, January 02, 2013

This massive quarry pit on the Hanson Aggregates property in North Vernon could potentially provide a two-year supply of water for the city of North Vernon, according to city officials.

North Vernon officials have long yearned for an additional water supply to supplement what it gets from the Muscatatuck River, now the city's lone source.

One such place city officials have looked at wistfully for years is the Hanson Aggregates property where a massive quarry pit collects water that filters through the ground and limestone from the river.

Now, thanks to the U.S. 50 bypass project, that possibility could become a reality.

"We would love to see the state buy that quarry and give us an alternative source of water," said North Vernon Mayor Harold "Soup" Campbell. "We have been looking at that water supply for a long time."

The Indiana Department of Transportation (INDOT) last month announced the route selected for the eastern portion of the bypass. The highway will cut through the east corner of the Hanson Aggregates property. Barring any changes to the plan, that means the state will have to acquire at least part of the Hanson land.

Another factor in North Vernon's favor is that Hanson is no longer actively quarrying limestone at the former Berry Materials site. Hanson stopped digging rock several years ago after depleting most of the material it could economically reach. Federal and state regulations require companies to reclaim quarries for environmental and esthetic reasons - in other words to make the land safe and pleasing to the eye.

"Hanson would face major expenses in reclaiming that property," said Chris Ertel, president of the North Vernon Redevelopment Commission. "By giving the land to the state, they would save a lot of money."

"We are making sure we keep negotiations open (with Hanson and INDOT)," Campbell said. "The Hanson people are well aware of the city's interest in that property."

The enormous quarry pit, roughly estimated at 600 feet long, 300 feet wide and 100 feet deep, would make an ideal water reservoir, officials believe.

"It always has four to five feet of water in it," said Mike Hess, North Vernon's water superintendent. "They (Hanson workers) pump out the water so it doesn't get any deeper."

Hess does not know if the pit can hold more water than that but is hopeful. Studies would have to be completed to determine if that would be the case.

"If the quarry can be filled, we estimated it would hold around 900 million gallons," he said. "That would be about half the size of Brush Creek Reservoir and about a two-year supply of water for us."

What's more, most of the water in the quarry filters through limestone and sand, making it much cleaner than the water in the nearby Muscatatuck River.

"The water in the river changes so much because of rainfall," Hess said. "We'd be able to protect the water in the quarry so much more."

The city would not be so dependent on the Brush Creek Reservoir, either. During last summer's drought, the city called on releases from the lake in Butlerville five times. Water released from the reservoir flows to the Muscatatuck River, then downstream to the city dam, which pools the water into a reservoir. From there, water is pumped to the North Vernon Waterworks for treatment.

The treated water then goes through the water distribution system of underground pipes not only throughout the city, but also to utilities in Vernon, Burnt Pines and Hayden.

The quarry's location, within several hundred yards of the city dam and adjoining pump station, just down the hill from the waterworks

The quarry's location, within several hundred yards of the city dam and adjoining pump station, just down the hill from the waterworks, is a plus, too. The city would not need an exorbitant amount of material or construction to connect a pipeline from the quarry to the pumping station.
Another factor that raises the city's hopes is the state's plan to construct a bridge for the bypass that will cross the river over the city's water supply reservoir. The threat of contamination from road salt, a chemical spill from a tanker truck on the highway and general pollution from the heavy traffic may inspire the state to more strongly consider giving the Hanson quarry to the city, or at least giving North Vernon the rights to the water in it.
"That would be a great scenario for us," Hess said. "It would give us an alternative and safe source of water. It's hard to protect surface water. The bypass bridge crossing over our water supply adds to our concerns."
Construction on the eastern portion of the bypass is expected to begin in early 2014 and be completed by late 2015.

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THE REPUBLIC

Jennings Sunday: Top stories of 2012

By Mark Webber mwebber@therepublic.com
Reporter
First Posted: January 05, 2013 - 9:32 pm
Last Updated: January 05, 2013 - 9:41 pm

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Photos:

Vehicles enter and exit Country Squires Lakes in Jennings County in this 2007 Republic file photo. Photo for The Republic by April Knox

Lt. Governor Becky Skillman, center, flanked by North Vernon Mayor Harold "Soup" Campbell and his wife Joanne Campbell, and many more, cut a ribbon in front of the city government center, which has been remodeled and repurposed inside the former Carnegie Library, Oct. 25, 2012. The ceremony kicked off an open house at the center.

NORTH Vernon Mayor Harold "Soup" Campbell's belief that the Oct. 25 dedication of the Carnegie Government Building was the city's biggest story of 2012 likely would produce agreement by many residents.

But there probably would be disagreement with the longest-serving incumbent Jennings County commissioner's choice for top county story. The Oct. 7 acceptance of three roads in Country Squire Lakes is at the top of Matt Sporleder's list.

"A lot of people were and are still furious that we took over those roads," Sporleder said. "But if you have such a large area that's struggling, it hurts others. Many (in Country Squire Lakes) have left their properties and stopped paying property taxes."

One year ago, more than 97 percent of the 1,027 abandoned properties in Jennings County were located in the area. As a result, the subdivision became one of the largest financial drains on the county, Sporleder said.

But at the same time, those foreclosures also made the county the largest single player at Country Squire Lakes. Along with the petition signed by more than half of the subdivision's residents, Sporleder said the county's new clout helped create a crack that is expected to finally allow elected officials to begin addressing myriad problems in the area.

Those problems include escalating crime, crumbling roadways and declining amenities.

"It probably is one of last year's top stories," said Jeff Barger, who just stepped down as a Jennings County commissioner. "We've wanted to put a police presence out there for a long time."

While both Barger and Campbell believe advancement on the U.S. 50 bypass was a significant story in 2012, they both pointed out the benefits won't be felt for some time.

In contrast, Campbell said the completed renovation of the former Carnegie Library had a large, immediate impact.

"The real importance (of the Carnegie renovation) was that it served as the kickoff for Stellar," the mayor said, in reference to the state-funded $13.8 million Stellar Community project.

The mostly state-funded program will result in several downtown renovations in North Vernon in the near future.

From Campbell's perspective, any list of major accomplishments in North Vernon during 2012 should include:

- The $1 million completion of drainage efforts on College and Lincoln streets, in the Shulla Park addition and on the north side of the city park last spring.
- The completion of nearly $1 million in improvements to the city's water treatment plant last summer.
- December's completion of almost $6 million in water main improvements that began a year and a half earlier.

Sporleder said the county also had noteworthy accomplishments last year that include:

- Using county crews to construct two bridges to reduce the number of structures that have either been closed or have significant weight limits.
- Obtaining a chip-and-seal machine for the county highway department that will prevent roads from further deterioration in a cost-efficient manner.
- Providing improved health care benefits for county employees.

As he looks ahead to 2013, Sporleder said his priorities are to hire both a full-time highway engineer and a full-time highway superintendent.

He explained their salaries would be largely paid by the state. Sporleder also believes that adding the two new highway executives will be less expensive for taxpayers than the current practice of hiring contractors to fulfill their responsibilities.

Sporleder said another goal for 2013 is to obtain equipment that allows highway crews to spread a saltwater brine mixture on main roads before winter storms arrive. He believes the treatment will not only help keep the main roads safer but also allow crews to start clearing secondary roads in less time after an ice or snowstorm.

Sporleder also wants to take further steps at solving ongoing problems in Country Squire Lakes, continue bridge improvements and create retirement plans for county employees.

Besides the U.S. 50 bypass, Campbell anticipates one big development this year could be securing a new water storage area for North Vernon. The mayor expects movement on a proposal that will allow a pit in a current rock quarry to serve as a city reservoir. He believes the quarry can hold up to a three-year supply of water for the community.

Campbell acknowledges that state regulations may prevent the North Vernon City Council from moving on the matter quickly.

"We'll have to play that as it becomes available," he said. "But we have to be ready to make a move if it works in our direction."

He also sees the development of a high-tech industrial park near the North Vernon airport as one of the most significant news events of 2013.

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Jennings Sunday: Road Concerns

By Cecelia Ellis
First Posted: January 12, 2013 - 9:30 pm
Last Updated: January 12, 2013 - 9:31 pm

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Photos:

Rick Bales of Force Construction works at the site of a bridge project, Tuesday, Jan. 8, 2012, as part of the new bypass being built in Jennings County.

Bill Combs of Force Construction stands at a construction site where a bridge is being built, Tuesday, Jan. 8, 2013, as part of the bypass project in Jennings County.

SOME North Vernon residents will have to wait a little longer to see if they will be affected by construction of the eastern half of the U.S. 50 bypass around the city.

The Indiana Department of Transportation has identified a preferred route for the bypass, but it has yet to contact homeowners and a business that could be impacted by the construction.

That's because INDOT said the plans for the proposed route aren't final and must move from environmental study phase to final design phase, said Greg Prince, spokesman for INDOT. Completion of an environmental assessment in needed, he added.

A public hearing in March will address questions by North Vernon residents, Prince said, although the time, date and location of the meeting have not been set.

"It's really important for the people of Jennings County to get involved with this," said North Vernon Mayor Harold "Soup" Campbell. "Watch and listen for the public announcements about the meeting and then go if you have questions. This is going to be with us forever and it is very important that it is done the best way for the good of the community."

The project to build a U.S. 50 bypass around North Vernon has been divided into two parts, the western half and the eastern half.

Construction of the western half began in March. The western half of the project consists of 4.5 miles of a two-lane highway stretching from U.S. 50 northeast to State Road 3 north of North Vernon.

Construction for the eastern half of the bypass is still in the planning stage, but is expected to begin in 2014. The eastern half consists of a

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roadway moving from State Road 3 southeast, crossing the Muscatatuck River south of Selmier State Forest and connecting to existing U.S. 50 near Deer Creek Road.

That route was one of several possible routes considered.

Current traffic on U.S. 50 goes through residential neighborhoods along Walnut Street on the west side of North Vernon, as well as Buckeye Street through the downtown area.

Most of the $35 million project, which includes both the western and eastern sections, is being funded through a federal grant.

The preferred eastern route was selected because it best relieves the congestion and safety issues of the current U.S. 50 route, an INDOT news release said. It also best meets the community's economic goals while still minimizing the effect on the natural environment as well as the human-built environment, the release added.

Selection of the preferred route was made after extensive environmental and engineering studies as well as a series of meetings with community leaders and the general public, INDOT said.

INDOT previously said 17 homes and one business could be affected by the construction.

But Prince said not all of the properties within the area will be directly impacted by the new highway.

"Throughout the project development, INDOT and its consultants work to reduce impacts to homes and business. The bypass footprint will continue to be refined as the project moves from environmental studies to final design, at which point property owners will be contacted," Prince said. "We haven't reached a point yet to know with 100 percent certainty which properties will or will not be impacted."

INDOT teams will personally contact the owners of property sites if they will be affected, such as possibly having to move.

After the environmental assessment document is completed, the public hearing likely will be in March, Prince said. It is the only public meeting currently scheduled.

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"The goal of the meeting is to disseminate information about the project and to gather questions and concerns and ideas from those potentially affected by it," he said.

Details of the public hearing will be announced later.

The project has supporters and doubters.

North Vernon City Council President David Shaw has expressed concerns about the route of the bypass because the plans call for the new highway to pass over the Muscatatuck River, which is a source of water for North Vernon.

"The river is not our first source of water, but any kind of contamination caused by a wreck of trucks carrying dangerous chemicals could cause a long-term problem for the community," Shaw said.

Community leader David Cheatham, a former state representative, said the new bypass should be an improvement.

"While it is always good to look at the whole situation and study any potential problems, I think this will be really good for North Vernon and Jennings County," he said. "It certainly will be good to have better traffic flow and less accidents."

Wednesday, January 23, 2013

Homes a high price for bypass

Wednesday, January 23, 2013

Dear Editor,
This is in reference to the U.S. 50 bypass and all the families losing their homes.
First of all, we are not giving up our house without a fight. Some of the people on the road where we live, CR 175N, also known as Old Wagon Wheel Road, are disabled. How can they force disabled people out of their homes? Some people also have huge mortgages.
I pull out onto U.S. 50 several times a day and very seldom have to wait on traffic. So that tells me that this is all for the military. They have come in and taken over our town.
Don't get me wrong, I think the military is great and they should have their bases. But the government shouldn't be able to come in and destroy our home just to put in a road for the military so they don't have to drive through town.
I and everyone else are very stressed and heartbroken over losing our homes that we worked so hard for. Now we are being forced to leave against our will just so a road can be put in.
We live along the Muscatatuck River, so this property is fairly expensive. Is the state going to pay off our mortgages and also give us money for another home? I seriously doubt it!
And what if we refuse to give up our homes? I can answer that: we will be taken to court and be forced out.
These are our homes. Most of us have lived here 25-plus years and we do not want to leave our home.
This just isn't right!
Signed,
Very Angry

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Jennings Sunday: Jennings jobless level ticks up in December

By Mark Webber mwebber@therepublic.com
Reporter
First Posted: January 26, 2013 - 9:24 pm
Last Updated: January 26, 2013 - 9:24 pm

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A higher percentage of residents from North Vernon and surrounding communities were working during the holiday season than a year earlier, but only nine of Indiana's 92 counties had a larger unemployment rate than Jennings County in December.

Last month's unemployment rate for Jennings County was estimated at 10.2 percent by the Indiana Department of Workforce Development.

While the county's unemployment rate fell by 0.6 percentage points from December 2011, it was up by 0.8 percentage points from November 2012.

Comparing December 2011 to December 2012, the county's employers lost 395 jobs. However, during the same period, the labor force in Jennings County shrank by 519 workers.

The overall impact was that 124 fewer Jennings County residents were considered unemployed in December.

The arrival of winter weather typically brings an increase in unemployment from November to December in the county, Jennings County Economic Development Director Kathy Ertle said.

"We've had no large hirings or firings, but we were just starting to get some colder weather in December," Ertle said.

Department of Workforce Development spokesman Joe Frank noted that since the December rate for Jennings County has not yet been adjusted to exclude seasonal jobs, the jump from November's 9.4 rate was likely the result of temporary layoffs of outdoor workers, such as those employed in construction and landscaping.

Another factor may have been that manufacturers across the country were delaying investments in December because of fears about the fiscal cliff, Craig Kessler, president and chief investment officer of Columbus-based Kessler Investment Group, told The Republic for a Jan. 19 story.

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DWD Commissioner Scott B. Sanders said in a news release that the unemployment rate went up statewide in part because more than 7,000 unemployed Hoosiers have returned to the labor force to look for work.

Efforts are under way to bring more jobs to Jennings County. Exergistics, a Wheeling, Ill.-based logistics company, announced in 2010 that it would invest $9 million in a facility in northwestern North Vernon. In late 2012, the company said it was on schedule to complete its facility soon and hire 100 employees initially and 200 over the next three years.

Job growth also is likely with the construction of a 785-acre high-tech park in the North Vernon Municipal Airport area. Infrastructure improvements and the development of the U.S. 50 bypass are expected to make Jennings County more attractive to potential employers, county officials said.

Vermillion County had the highest jobless rate in Indiana at 12.1 percent in December. The lowest rate, estimated at 5.9 percent, was found in Dubois County.

Indiana — at 8.2 percent — no longer has the lowest unemployment rate among its neighbors. Ohio stood at 6.7 percent unemployment in December.

The unemployment rate in Illinois remained the same in December from a month earlier at 8.7 percent. The unemployment rate in Kentucky fell to 8.1 percent, while Michigan's unemployment rate was flat at 8.9 percent from November.

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Wednesday, January 30, 2013

North Vernon City Council-Proposed annexation committee named

Barbara King

Wednesday, January 30, 2013

The NV City Council adjourned in near-record time Monday night, Jan 28 due in large part absence of most department heads, most of which were due to illness.
The highlight of the meeting was the welcoming of three new reserve officers, as reported above.
In other news, Mayor Harold Campbell presented a proposed roster for the new annexation committee which will look into expanding the city limits, especially in regard to the Highway 50 bypass.
As reported previously, councilors are concerned about how the areas near the bypass will be developed, since these are prime areas of commerce.
The proposed committee members are: from the Council, Brian Hatfield and Matt Hurley; from utilities, Tony Eder, board member, and Russell Vaught, superintendent of wastewater; and from the designated area, Richard Morin, property owner and taxpayer.
Advisory members would be Mayor Campbell, City Council President Dave Shaw and Clerk/Treasurer Shawn Gerkin.
FBPH's Brad Bender would chair the committee.
The Council took the suggested roster under advisement.
In other news, Councilor Connie Rayburn's appointment of Billy Hall to the North Vernon Park Board was approved.
The Council also made the appointment of Jessica Brunner of the EDC office to the tourism board.

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Meeting On US 50 Bypass Project Being Planned

A public hearing regarding the US 50 Bypass project in North Vernon is set to take place in about two to three months from now.

Greg Prince, spokesperson for the INDOT office in Seymour, says this will allow for time to refine the design and reduce the impact to several pieces of property located near Deer Creek Road where the bypass will connect to the existing US 50.

Last December, INDOT identified Alternative 6D as the preferred alignment for the US 50 North Vernon Bypass. Since that time, INDOT and its consultant team, led by Parsons, have been working on several efforts. They included completing environmental analyses and documentation, refining the alignment to reduce impacts to environmental resources and private property and to reduce construction costs, and meeting with local officials to address specific elements of the project including access within the industrial park and protection of the city's drinking water intake.

INDOT anticipates publishing the Environmental Assessment document and holding the public hearing in about two to three months from now.

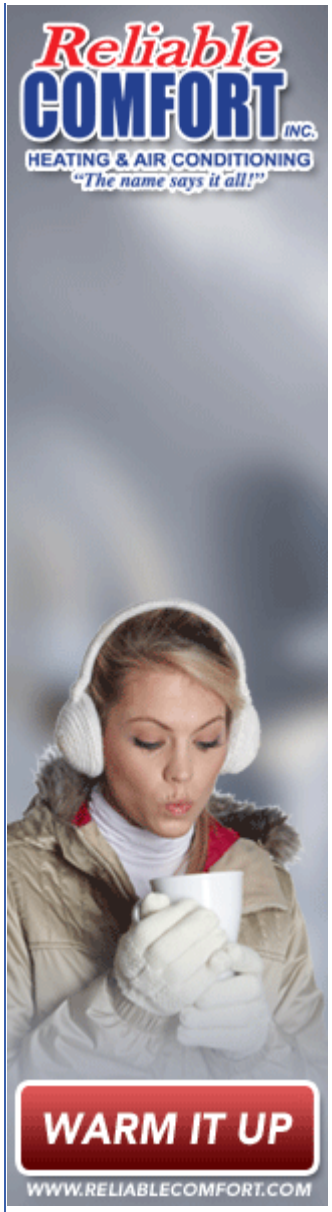
One of the refinements made thus far is where the bypass connects with the existing US 50 at the east end of the project. Previously, the alignment required the reconstruction of US 50 for approximately 2,000 feet east of the Deer Creek Road intersection. The project team has modified the alignment so that the bypass would connect to existing US 50 at or before Deer Creek Road. This change will reduce both construction costs and impacts on several properties located at or near the intersection.

Since December, INDOT has also been developing preliminary designs where the bypass crosses County Road 20W. The project team has determined, based on input from community leaders and our engineering and environmental analyses, that a bridge should carry County Road 20W over the bypass. This approach will maintain connectivity with downtown North Vernon for residents and businesses to the north, without compromising the operation or safety of the bypass.

INDOT understands that this project is important to the community and that those affected want information as soon as it is available. INDOT is committed to building this project and to ensuring that the project's design is in the best interest of the community, the environment, and the taxpayers of this state. The project team will continue to provide updates through the project website at www.US50NorthVernon.indot.in.gov and to the local media as information is available.

If you have any questions, you can call the INDOT office in Seymour at 1-877-305-7611 or email secommunications@indot.in.gov. You can also contact Dan Prevost, public involvement consultant with Parsons, at 317-616-1017 or email Daniel.Prevost@Parsons.com.

Last Updated: Monday, March 25, 2013 7:38:06 AM



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Wednesday, March 27, 2013

Eastern bypass gets tweaks

Changes made to east end of route; CR 20W/Fifth Street to bridge new highway

Bryce Mayer

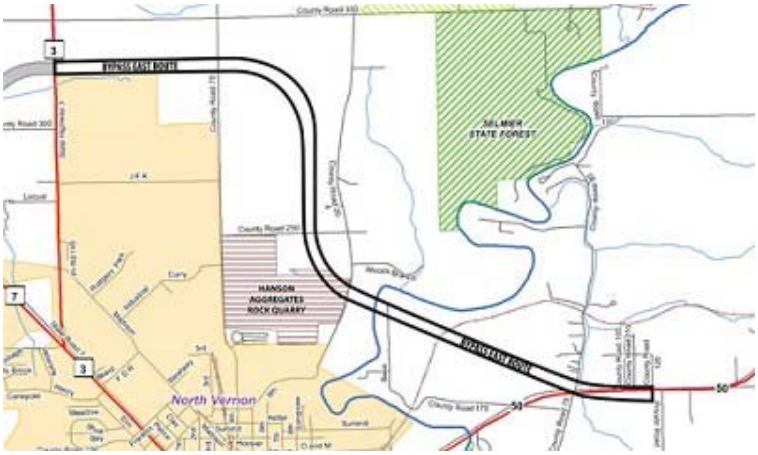
Wednesday, March 27, 2013

As construction continues on the western leg of the U.S. 50 bypass around North Vernon, the Indiana Department of Transportation (INDOT) is refining plans for the eastern section of the bypass.

Three months ago, INDOT identified Alternative 6D, one of multiple routes involving 15 options that were studied, as the preferred alignment for the bypass highway's eastern route.

Since then, INDOT and its consultant team, led by Parsons, have been working on several efforts, including:

- Completing environmental analyses and documentation.
- Refining the alignment to reduce impacts to environmental resources and private property and to reduce construction costs.
- Meeting with local officials to address specific elements of the project including protection of the City of North Vernon's drinking water intake on the Muscatatuck River and access within the city's northside industrial parks.



This map shows the approximate route for the eastern portion of the U.S. 50 bypass.—Graphic courtesy of Parsons, modified by Dylan Pulley of PD&S staff

One of the refinements made in the plans thus far is where the bypass will connect with the existing U.S. 50 highway at the east end of the project, according to Greg Prince of INDOT.

Previously, the alignment required the reconstruction of U.S. 50 for approximately 2,000 feet east of the Deer Creek Road or CR 75E intersection. The project team has modified the route so that the bypass will connect to existing U.S. 50 at or just west of Deer Creek Road.

"This change will reduce both construction costs and the impact on several properties located at or near the intersection," Prince said.

Since December, INDOT has also been developing preliminary designs where the bypass would cross CR 20W, also known as Fifth Street. The project team has determined, based on input from community leaders along with engineering and environmental analyses, that a bridge should be constructed to carry CR 20W over the bypass.

"This approach will maintain connectivity with downtown North Vernon for residents and businesses to the north (including the North Vernon Municipal Airport, St. Ann's area and Brewersville) without compromising the operation or safety of the bypass," Prince said.

At the north end of the planned bypass route, the highway will continue east from SR 3 just south of CR 350N where construction ends for the western section of the bypass. The route then will turn south paralleling CR 20W. Near the Hanson Aggregates quarry, the road will turn to the southeast to cross CR 20W, the Muscatatuck River and the CSX railroad, rejoining existing U.S. 50 near Deer Creek Road. The total distance from SR 3 to Deer Creek will be around four miles.

According to Prince, INDOT anticipates publishing the Environmental Assessment document and holding a public hearing in two to three months in North Vernon.

"When the date of the hearing is set, INDOT will notify the community via local media, website updates and letters to affected property owners and all other parties on the project mailing list," he said.

More information on the plans will be released as soon as possible, Prince added.

"INDOT understands that this project is important to the community and that those affected want information as soon as it is available," he said.

"INDOT is committed to building this project and to ensuring that the project's design is in the best interest of the community, the environment and the taxpayers of this state. We thank all for their continued cooperation and patience as work continues to deliver this important project," Prince continued.

The project team will continue to provide updates on the bypass planning through the project website, US50NorthVernon.indot.in.gov, and the local media as information is available, Prince added.

Those with questions are welcome to contact the project team:

Those with questions are welcome to contact the project team:

Dan Prevost, Public Involvement Consultant, Parsons, 101 W. Ohio St., Suite 2121, Indianapolis, IN 46204, telephone 317-616-1017, fax 317-616-1033, or by email to Daniel.Prevost@Parsons.com.

INDOT Customer Service, Seymour District, 185 Agrico Lane, Seymour, IN 47274, telephone 877-305-7611, email secommunications@indot.in.gov.

Construction on the eastern section of the bypass is expected to begin next year and be completed in 2015. No cost estimate is available until all of the projects details are determined, according to INDOT.

Construction on the 4.5-mile western leg of the bypass, which goes from the Haines Bridge-CR 375W area to SR 3 near CR 350N, is expected to be completed by the end of this year. INDOT lists the construction cost for the western section at $21.9 million.

Both sections will be two-lane highways, though enough land is being acquired so they can be expanded to four lanes in the future.

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Wednesday, April 03, 2013

A better bypass

Wednesday, April 03, 2013

The state continues to make modifications to plans for the eastern leg of the U.S. 50 bypass around North Vernon. More "tweaks" could come before construction starts next year, but don't expect any major changes in the route or its features.

Now, instead of the bypass cutting off CR 20W/Fifth Street, the new highway will pass under that road that provides a busy link between the city, the North Vernon Municipal Airport and the St. Anne's and Brewersville areas. The Indiana Department of Transportation's planners and engineers determined that a bridge carrying CR 20W/Fifth Street traffic over the bypass is worth the extra expense. That is good news for those who travel the county road from the city to get to the airport, St. Anne's Golf Course, Selmier State Forest and other spots in that area. Without that feature, the trip would be much longer requiring a circuitous route via SR 3.

The state has not yet released an estimate of what it will cost to build the CR 20W/Fifth Street span over the bypass. It will surely add considerable cost to the project, but planners have determined that will outweigh what would have been a loss of "connectivity" between the city and those areas just to its north.

Other large expenses for the bypass will be bridges over the Muscatatuck River and the CSX railroad line. No estimates have been released on those either.

The 4.5-mile western leg of the bypass, now under construction, has a price tag of $21.9 million. The eastern section will be nearly as long and will likely add a similar amount to the total cost of the bypass. The new highway will be two lanes, with room to add extra lanes in the future, with limited access. Planners expect it to greatly reduce traffic congestion in North Vernon, mostly by funneling considerable semi-truck traffic away from downtown, and improve safety. Another predicted effect will be on the economic development front where many believe the bypass will help attract new business to the area.

By the end of 2015, when the full bypass is projected to be completed, North Vernon will have a different look thanks to the new highway. An important north-south artery in CR 20W/Fifth Street will remain intact, too, which will make it all the better.

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NEWS Share May 29, 2013

5/24/2013 1:51:00 PM

Beyond shovel ready for NV site

City to invest $325K, partner with private firm to build spec building at industrial park

Bryce Mayer

Call it shovel ready and beyond - with an exclamation point.

The North Vernon Redevelopment Commission and Jennings County Economic Development Commission (EDC) plan to partner with a private contractor to construct a speculative building in the North Vernon Industrial Park 3, otherwise known as the Yux property.

The spec building will be a 50,000-square foot shell that officials believe will attract an industry here that otherwise might go elsewhere.

"It is an investment that we think will pay off," said Chris Ertel, Redevelopment Commission president. "The EDC has been talking with us about doing something like this for a couple of years, and now seems to be the right time."

In fact, the timing could not be better, according to Kathy Ertel, EDC director. (Kathy Ertel is the wife of Chris Ertel's cousin.)

"With the U.S. 50 bypass coming through and this location's proximity to the highway, plus with the number of inquiries we've received from companies looking for a building, now is the perfect time to do this," she said.

The Redevelopment Commission will put up $325,000 in tax increment financing district funds with a private contractor to put in an equal or higher amount of funding.

"Negotiations are still underway with the private contractor, but we expect those to be finalized soon," Kathy Ertel said.

The building will be on a 12-acre tract on the south end of the industrial park property. It will be expandable to 100,000 square feet with whoever coming in to have the option to purchase an adjoining 12 acres of land.

According to tentative plans from the Indiana Department of Transportation, the eastern portion of bypass will intersect the industrial park, taking 22 acres from that land. Construction on the new highway's eastern leg is expected to start next year and be completed by 2015.

The spec building will be located south of the bypass.

"We have gotten several inquiries from companies interested in coming here but they want to get into a building very quickly and not wait," Kathy Ertel said. "Many communities in the state are putting up spec buildings to attract firms, so this is nothing new."

A firm that would locate in the spec building would be able to finish it to its specifications without having to go through the expense and trouble of retrofitting it.

"They would be able to finish the building based on their needs," Chris Ertel said. "They could also build other smaller buildings on their campus, and-or expand with another 12-acre tract."

Construction will begin this summer with the spec building completed by October or so, according to the plan. Then, if the firm opts for another 12-acre tract, that will mean that all but 10 acres of that part of the industrial park will be full.

"Our goal is to fill up the industrial park, create jobs and convert that property back to the private sector so the land gets back on the (TIF) property tax rolls," Chris Ertel said.

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NEWS Share May 31, 2013

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County moves ahead on TIF

Commissioners, council make appointments to redevelopment commission

Bryce Mayer

The Jennings County Board of Commissioners appointed three people to the county's new redevelopment commission last week. They are Brad Armand of Zenas, Bob Itell of San Jacinto and Greg Morin of Vernon Township.

Earlier in the month, the Jennings County Council appointed Jerry Lamb and Waldo "Lou" Randall, both of North Vernon, to the redevelopment commission.

The commissioners also appointed Travis Shepherd as the Jennings County School Board's nonvoting adviser on the commission.

Each commission member must be bonded for $15,000.

In 2006, the county commissioners adopted an ordinance to form a tax increment financing (TIF) district that would include a 60-acre tract adjacent to the Muscatatuck Urban Training Center in Butlerville. The idea was to try to attract defense industries there. However, nothing was ever developed.

Last month, the commissioners and county council decided in a joint session to create a new TIF district around the new U.S. 50 bypass on the north side of North Vernon.

The county was able to use the original TIF ordinance, appointing a new redevelopment commission or TIF board and hiring attorney Sue Beesley of the Indianapolis law firm Bingham Greenebaum Doll to handle the legal work.

According to the agreement signed by Matt Sporleder (R-District 3), president of the commissioners, and Dave Kopitzke (R-District 4), president of the council, the attorney fees will be based on an hourly rate not to exceed $15,000.

According to current Indiana law, municipalities that form TIF districts can keep them only 25 years. Since no bonding was ever done with the county's original TIF district, that clock has not started ticking yet, according to Beesley. The City of North Vernon's TIF district was created in 1993 under a previous law and has no such time restriction.

The county has yet to set the exact area to be included in the TIF district, but officials say they are looking at where the bypass will intersect SR 7 and SR 3.

The City of North Vernon also is studying those same areas for annexation.

According to county officials, if the TIF area is established before the city annexes that land, the county will be able to keep the TIF district and continue to capture property taxes from it.

Property tax revenue captured from TIF districts can only be used on projects inside the district, such as infrastructure repair, building projects and other projects designed to develop the area.

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5/29/2013 10:20:00 AM

Jess Wundren May 30, 2013

Dear Editor,
I'm confused.
If the city worked for all those years to get a bypass, then starts building it and now says it wants to move the city limits out to the bypass, does this mean that we won't have a bypass after all since it will then be in town?
And does that mean we then have to start working towards a new bypass to bypass the bypass so we will actually have a bypass?
Jess Wundren

Reader Comments

Posted: Thursday, May 30, 2013
Article comment by: **Mr. Reality**

I think the town wants to become like Kokomo. They did the same thing many years back and are now working on a new bypass to bypass the original bypass.

Posted: Wednesday, May 29, 2013
Article comment by: **Louis Wilann**

The bypass to the bypass will be Highway 50 through town. By that point in time, there should be little to no traffic (other than the people flocking to Railroad Park).

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OPINION Share May 31, 2013

5/29/2013 10:24:00 AM

NV might just turn into another Radiator Springs

Dear Editor,
It hasn't been too long ago that North Vernon was worried about the downtown businesses going broke after the bypass is built. Now the city brains are planning on expanding North Vernon north to the bypass through annexation.
Soon downtown will consist of only Miller Tire and Miller Tavern. If North Vernon is lucky, the White Front Restaurant will stay. The other buildings will be sitting with the windows broken out and the walls crumbling. Oh wait, that's how they are now. Some of the buildings still look nice, some do not.
North Vernon will have the little Railroad Park for people to sit in and enjoy the scenery. If they are lucky, a Madison Railroad train will come through and people can see a real train up close.
Get the new signs ready. North Vernon will turn into another Radiator Springs, the small town in the movie "Cars."
I hope it all works out for the better. Time will tell.
I do hope Dave O'Mara gets his buildings sold before all this takes place and robs all the parking. Jennings County will miss the millions of dollars that firm puts into this county, but North Vernon will have their cute little park.
I do not live in the city of North Vernon, so it makes little difference to me!
Ed Donnell
North Vernon

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Reader Comments

Posted: Thursday, May 30, 2013
Article comment by: **Gabriella Smith**

I'm excited to see the changes happening in downtown. I think the park will be a nice addition to the area and will be a great gathering place for folks who want to enjoy some air, maybe some music and some company. Big deal, a few parking spots will be gone. Have you ever been to Walmart and seen how many in NV are obese?! People could use a little more exercise...

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North Vernon Bypass Project To Close Two County Roads

The U.S. 50 Bypass project in North Vernon will close a pair of Jennings County roads, but not at the same time.

According to INDOT, County Road 150N is scheduled to close for treatment, placement of aggregate and landscape seeding from June 10 to June 24. It will close again from July 8 to July 19 while concrete work is being done on the U.S. 50 mainline. The road will close a third time from August 2 to August 6 to for pavement and shoulder work.

County Road 200N will close June 24 through July 3 for treatment, aggregate and seeding. It will close from July 19 to July 29 during concrete work on new U.S. 50. It will close a third time from July 29 through August 1 for paving and shoulder work.

Phase I of the $21.9 million Bypass Project at North Vernon is expected to be complete by the end of the 2013 construction season.

For more information on this project, go to www.in.gov/indot.

Last Updated: Friday, May 31, 2013 9:35:30 AM

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2 county roads to close periodically

CR 150N, CR 200N closures set for bypass construction this summer

Bryce Mayer

According to the Indiana Department of Transportation (INDOT), the good news is that CR 150N and CR 200N on the west side of North Vernon will not both be closed at the same time during construction this summer.

The reality, however, is that both Jennings County roads will be closed for periods of time this year as part of the U.S. 50 **Bypass** construction project.

CR 150N closures

CR 150N, also known as W. O&M Avenue, is scheduled to close where it will intersect the **bypass** just west of PR 265W for subgrade treatment, placement of aggregate and landscape seeding from June 10 to 24, said Harry Maginity of INDOT.

CR 150N will close again from July 8 to July 19 while concrete work is being done on the U.S. 50 mainline.

And the road will close a third time from Aug. 2 to 6 for paving and shoulder work.

CR 200N closures

CR 200N, also known as Hurley Drive and Pizza Hut Road, will close at the intersection with the new highway just west of CR 190W (Kipper Lane) from June 24 through July 3 for subgrade treatment, aggregate and seeding.

The road will close from July 19 to 29 during concrete work on the **bypass**.

And CR 200N will close a third time from July 29 through Aug. 1 for paving and shoulders.

Phase I, or the eastern section, of the $21.9 million **bypass** project involves constructing two 12-foot lanes with broad shoulders to connect existing U.S. 50 near CR 400W with SR 3 in North Vernon, a distance of 4.5 miles. All work is expected to be complete by the end of the 2013 construction season.

Once the **bypass** is completed and open, both CR 150N and CR 200N will intersect the new highway. Both intersections will have two-way stops for traffic traveling on the county roads. Traffic on the **bypass** will have the right of way through the intersections.

The state's contractors for the eastern part of the **bypass** are: Milestone, from CR 400W to CR 150N, the southern portion; and Force Construction, from CR 150N to SR 3, the northern portion.

For more information, go on the Internet to in.gov/indot/div/projects/us50/northvernon.

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City to negotiate for quarry

Study shows abandoned pit could provide plentiful water when river runs low

Bryce Mayer

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Part of the massive quarry pit at the Hanson Aggregates property shows the water that naturally collects there.

The Hanson Aggregates stone quarry in North Vernon continues to be an enticing piece of the water puzzle for the city.

The North Vernon Redevelopment Commission is exploring the possibility of using that property's massive gravel quarry pit as a water reservoir for the city's water distribution system.

"We will negotiate with Hanson and see what the options are," said Chris Ertel, president of the Commission, also known as the Tax Increment Financing (TIF) Board. "It won't be cheap, but if we can pull it off it would provide a good source of water."

According to a report by Richard Morin, the TIF Board's consulting engineer, the quarry pit is capable of holding 280 million gallons of water.

"It's like a huge settling tank," Ertel said. "Based on Richard's report, we believe the quarry realistically can hold that much water."

The city currently uses an average of 1.1 million gallons of water a day, which includes the city's sale of water to the Vernon, Burnt Pines and Hayden water utilities. The supply comes the Muscatatuck River.

"When the water is running deep in the river, it could be pumped into the quarry," Ertel said. "If the quarry is filled to its capacity, that would mean about a 250-day supply of water."

Hanson has not mined gravel and other stone from the massive pit for several years, having depleted it of most of the rock material available there. The deep pit, roughly estimated at 600 feet long, 300 feet wide and 100 feet deep, is located about a quarter mile from the city's reservoir and dam.

Water already naturally collects in the quarry pit, both from rainfall and underground springs. In fact, when the quarry was in operation, Hanson's workers used pumps to remove the water from the pit, piping it to the nearby river.

If water were pumped into the pit, the level would not come close to the top of the quarry. According to Ertel, Morin is confident the pit can hold water up to a certain level without leaking through the seams of the limestone and other subterranean material.

"The pipes and pumps needed for this arrangement would not be cheap, but Richard says it is very doable," Ertel said. "The water could literally be pumped right to the city waterworks (several hundred feet up the hill from the water intake valves at the city's dam)."

Increasing the possibility for the quarry water project is the fact that the eastern section of the U.S. 50 **bypass** will most likely cut through part of the Hanson property.

"Hanson's people say there are still some materials it can mine from the property," Ertel noted. "Our hope is that the **bypass** will take that out of play."

That would strengthen the city's position in negotiations. Hanson also could face the expense of reclamation of the property, potentially another plus for the city in its talks with the international firm.

The droughts of the last two years, in part, prompted the TIF Board's studies.

"We looked at the prospect of droughts, which have been common here," Ertel said. "The Muscatatuck River historically gets very low in the summer and fall. The city often has to call for water from the Brush Creek Reservoir in Butlerville. That water travels eight miles downstream to the city dam and picks up all sorts of stuff along the way. It has to be cleaned and treated, which is expensive. Water stored in the quarry would be of much better quality."

The quarry reservoir could also be a backup in another way after the **bypass** is constructed, now slated to be done next year. In the event there is a spill or mishap where the highway's yet-to-be-built bridge crosses the river, directly over the city's water reservoir, and there is contamination, the city could draw water from the quarry instead of the river.

"INDOT (the Indiana Department of Transportation) plans to build something to channel off water from the river if something like that every happens," Ertel said. "But you never know what might happen there."

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Golden opportunity

Water is the new gold, it's been said. Fresh, clean water has always been a precious commodity and always will be.

The city of North Vernon continues to explore the possibility of using a large abandoned stone quarry pit as a water reservoir. The old quarry has tantalizing potential as a place to hold a huge amount of water that the city, and the three utilities that purchase water from it, can use in the event of drought, unforeseen emergency or other reasons.

The North Vernon Redevelopment Commission, also known as the TIF (tax increment financing) board, recently commissioned an engineering study to look into the quarry's possibilities. The findings are promising.

The quarry pit is on property owned by Hanson Aggregates. For years, gravel and other stone have been mined there, previously by Berry Materials.

The pit is located off Fifth Street in an ideal place for a water reservoir - a relatively short distance from the Muscatatuck River, city dam and waterworks. Water already naturally collects in the quarry both from rain from above, run-off water and subterranean springs.

The huge hole is chiseled out of solid stone and can hold a tremendous amount of water, according to the engineering report. Experts estimate its capacity at 280 million gallons of water, which wouldn't even fill the pit to the top, without leakage.

Considering that the city and the other utilities - Vernon, Burnt Pines and Hayden - that get water from North Vernon use 1.1 million gallons, that means the quarry could provide water for 250 days. That would be quite an insurance policy against drought or other emergency such as a chemical spill in the river.

Droughts during summer and fall in the North Vernon area are common. The last two years, the city has had to draw water repeatedly from the Brush Creek Reservoir in Butlerville to replenish the reservoir above the city dam, from which water is drawn to the waterworks for treatment before being distributed to customers.

The Brush Creek Reservoir water flows eight miles down stream to the city dam, often collecting sediment and material along the way that has to be filtered out during treatment. That is an expensive and complicated procedure.

The idea is to pump water into the quarry pit from the river during times of high water. Those pumps and pipes would cost money, too, obviously, but could be well worth the price - especially in the long run.

Enhancing the potential for such an arrangement is the planned U.S. 50 bypass. The new highway is expected to cut through part of the Hanson property, which could help open the door for the city. In addition, Hanson no longer actively works the quarry since most of the stone has already been mined. Reclamation of its property would not be cheap and that prospect could help coax the international firm to make a favorable deal with the city and state.

For years, the city has been seeking another source of water, knowing that the limited amount from the river could not facilitate much growth in the North Vernon area, not to mention the problems associated with surface water. The proposed Zenas Reservoir and a partnership with Jennings Water, which owns wells on an aquifer in Jackson County, did not pan out.

Now North Vernon has a chance to gain what appears to be a viable new reservoir where clean water can safely be held and that could be utilized perhaps on a basis more regularly than just during drought.

It's a golden opportunity to ensure the city's supply of water, the new gold, one that is wisely being pursued as the TIF board plans to enter into negotiations with Hanson.

Reader Comments

Posted: Thursday, June 13, 2013

Article comment by: **Mr. Obvious**

Sounds like a very strategic and intelligent move. Kind of "no brainer" to most, you would think. But hold on here. Let's build a park on Short Street and make sure WindStream doesn't need any money or another cosigner? Let's also make sure that there are no other unproven "city investment" type company's that the local "officials" might want to fund with taxpayers money?

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Out with the old ...

Landmark bridge closing for demolition next week

Bryce Mayer

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he Haines Bridge, built around 1920, has been a headache in recent years because of maintenance problems.

A Jennings County landmark will be razed after new routing for Base Road north of U.S. 50 is open next week. The Indiana Department of Transportation will close the locally-famous Haines Corner wooden bridge over the CSX railroad line on July 11 with demolition to follow.

Located at U.S. 50 and Base Road in eastern Spencer Township, the span has been on the chopping block ever since plans for the U.S. 50 **bypass** were unveiled three years ago. It is being replaced by a new concrete bridge about a quarter mile to the east that will carry traffic via a new section of Base Road near CR 400W over the railroad.

The old humpback and often rickety bridge is believed to be the last of what once were relatively common wooden structures over railroad tracks in Jennings County, all maintained by the railroad.

In recent years, the Haines Bridge has been beleaguered by numerous problems due, according to county officials, to lack of timely maintenance by CSX Transportation. County officials are happy to get rid of that headache.

"The railroad was always very slow in making repairs to the bridge," said Jim Reeves, Jennings County road superintendent. "The new bridge will be quite an improvement."

County Commissioner Bob Willhite (R-District 1), whose district includes Spencer Township, agreed.

"We have needed this done long time ago," he said. "We've always had problems with the old bridge, including several times when it was closed for long periods while we waited for the railroad to make repairs."

When planning began for the western part of the U.S. 50 **bypass** and planners zeroed in on a specific route, INDOT officials indicated that the Haines Bridge was doomed. Initially, the state had no plans for a new bridge to replace the old wooden span, but Mike Magner, then the county's road consultant, and other locals protested, noting that residents living on Base Road west of the railroad would be cut off from U.S. 50 and points east and south. They would have to travel several miles west to CR 600W to get across the railroad tracks for access to the highway.

So planners added the new Base Road bridge to the U.S. 50 **bypass** plans, also including new sections of roadway to connect existing county roads to the bridge.

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The new bridge, about a quarter mile east of the Haines span, is expected to be ready by July 11.

"It would have been real inconvenient for those who live in the Haines Corner area to not have a way to get across the railroad," Willhite said. "They would have had to drive all the way back to Hayden, then circle back east on the highway to get to North Vernon. With gas as expensive as it is, that would have been a hardship for all those people who live in that area."

The new bridge and the newly paved Base Road is part of Phase I of the $21.9 million **bypass** project. Phase I plans call for a new two-lane 4.5 mile partial **bypass** connecting existing U.S. 50 near CR 400W with SR 3.

This western section is being built under two contracts with two prime contractors. Milestone is charged with building the **bypass** from CR 400W to CR 150N, the southern portion. Milestone also built the new Base Road bridge over the railroad. Force Construction is working on the route from CR 150N to SR 3, the northern portion.

"The new bridge is ready to carry traffic on Base Road over the railroad," said Harry Maginity of INDOT, noting that final touches should be completed by next Thursday.

The Haines Bridge, a 119-foot span constructed around 1920, is a relic of another era when similar wooden bridges over railroad lines could be found in Jennings County. These include wooden bridges on CR 115S over the long ago abandoned Louisville branch of the old B&O Railroad and even right in the city of North Vernon on East Poplar Street over the "Y" that connected the railroad's main line with the Louisville line.

The last one of these old wooden spans will soon be gone.

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Salyers' case is settled

The lawsuit over the former home and acreage of Merrill and Joyce Salyers has been settled.
The case began in late 2011 when the State of Indiana sued the couple to obtain their property for the Hwy. 50 bypass. The Salyers' two-story home and acreage at 3870 W U.S. Hwy. 50, was just east of the old Haines' wooden bridge. The new highway will reportedly go right through the home where they had planned to spend their retirement years.
The couple rejected the state's initial offer of $355,000 and the subsequent formal appraised price of $280,000.
Now, they will receive $400,000, per the settlement.

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Goodbye to landmark

Not that many years ago, there were at least three wooden, humpback bridges over railroad tracks in Jennings County. Within the next few days, there will be none.

These relics of days gone by may not qualify as historic structures, but they certainly invoke nostalgia for "the good ol' days." And it is admittedly more than a little bit sad that there will be no more of these rickety spans left in the area.

The last remaining one of these, over the CSX Transportation railroad tracks on Base Road off U.S. 50 between North Vernon and Hayden, is due to close forever this week with demolition to follow. It will be replaced by a brand new concrete and steel span via an extension of CR 400W about a quarter mile to the east that will provide a route between Base Road and the highway.

The new bridge is part of the U.S. 50 bypass project because the bypass will wipe out the old wooden span. During the early planning stages, no provision was in place to replace the Haines Bridge, as the old wooden span is known. Local officials spoke up, informing planners that a bridge over the railroad was needed so residents on Base Road would still have access to the highway and North Vernon, and vice versa, without having to travel the extra distance west to Hayden. And the local bridge was added to the plans.

The old wooden bridge is short, at only 119 feet long, quaint and even picturesque. It certainly catches the eye. The Jennings County Tourism Board even placed the Spencer Township landmark on its guided driving tour of old bridges in the county.

However, the Haines Bridge has been a big headache in recent years for motorists who depend on it. Built around 1920 by the Baltimore and Ohio Railroad and still owned today by CSX, the span may have been state of the art in its day but it still requires frequent maintenance work. And, frankly, CSX would often drag its feet when the bridge needed repairs. Sometimes the needed repairs were serious enough that made the span unsafe for use. Local officials more than once closed the bridge to traffic for days because of safety concerns while awaiting CSX to do the work it was required to do.

Those headaches will be gone when the new span, constructed by Milestone Construction of Columbus, opens on Thursday, July 11. Good riddance, in a way, to the old wooden bridge, but you sure were cute.

Reader Comments

Posted: Thursday, July 11, 2013

Article comment by: **Jennifer Driver**

I don't understand why they don't take down the old wooden bridge and relocate it into a walking trail at one of our beautiful parks. It might not be safe to drive a vehicle across, but would make a great walking bridge and even would hold a bike or two. Instead of tearing it down and throwing it away reuse it.

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Working on Water

By Mark Webber mwebber@therepublic.com
Reporter
First Posted: July 13, 2013 - 9:33 pm
Last Updated: July 13, 2013 - 9:40 pm

Photo Gallery:

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Two multimillion-dollar efforts are in the works to ensure abundant and safe water in Jennings County during the wettest and driest conditions.

Officials in North Vernon are moving forward with a two-phase, government-mandated, $6.6 million upgrade of the wastewater treatment plant to eliminate the discharge of untreated waste into the Muscatatuck River during periods of heavy rains or substantial snow melts, said North Vernon Wastewater Superintendent Russell Vaught.

The long-term control plan will be the focus of a hearing at 6 p.m. Monday before the North Vernon Utilities Board in the Carnegie Government Center, 143 E. Walnut St., North Vernon.

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However, negotiations on the second effort — to purchase the Hanson Aggregates stone quarry as a water reservoir — appear to be at a temporary standstill.

If acquired, the 60-foot-deep gravel quarry pit on the northeast corner of the city, off County Road 20W, could hold up to an eight-month supply of water. The additional reservoir would provide the city with quality water during dry periods in the late summer and early fall, when the Muscatatuck River typically runs low.

Clean water priority

For several years, North Vernon residents have frequently complained of bad-tasting or bad-smelling water. While state and federal studies show health risks well below the national average for similar bodies of water, Mayor Harold “Soup” Campbell has promised to make water quality improvement a top priority since taking office in 2008.

The discharge of untreated waste stems from the fact that 60 percent of the existing 38 miles of sewer pipe under North Vernon handle wastewater and stormwater, according to a 2012 report issued by Evansville-based Bernardin, Lochmueller and Associates, a consulting firm that designed the long-term plan.

Following periods of excessive precipitation, contaminated water will flow through four of the city's 20 lift stations, used for pumping wastewater or sewage from a lower to a higher elevation, the report stated. The untreated waste then goes into the Muscatatuck River, which serves as a primary source of water in the region, according to the report.

The current disinfection system used at the wastewater treatment plant, 725 N. Greensburg St., is neither consistent nor reliable on a regular basis, the report stated.

The first phase of the plan involves upgrading the four lift stations. The second calls for the installation of a wet-weather treatment center, Vaught said.

State regulators are requiring that these corrective measures be completed by the end of 2017, Vaught said. He stressed that several other Indiana communities have been ordered to take similar steps as the result of stricter water quality standards adopted in 2006.

"It's not a matter of whether we want to build it," Vaught said. "We have to build it, because we're under a permit from the Indiana Department of Environmental Management."

When both phases are completed, the wastewater treatment plant will be able to treat eight times more water than its current 6 million gallons per hour peak capacity, Vaught said. That will enable proper treatment of up to 2.13 inches of rainfall an hour, which occurs once every 10 years on average, Vaught said.

While the project is not expected at this time to result in higher utility bills, the city is financially committed, Vaught said. He was among a six-person delegation that flew to Washington, D.C., last month to meet with lawmakers and regulators in an effort to secure federal financing.

If money from Washington is obtained, it will lower the amount of local bonds approved for the project last spring by the North Vernon City Council.

Bypass impacts reservoir

Meanwhile, the equipment necessary for turning Hanson Aggregate Midwest's 600-foot by 300-foot quarry into a feasible reservoir likely will cost more than $2 million, according to consulting engineer Richard Morin.

But the cost to acquire the property itself from the company will depend largely on whether the North Vernon-U.S. 50 bypass will go through the Hanson property, Morin said.

"It could be a small value to Hanson because there might be little left of the property if the state determines the bypass will go through (the Hanson property), or the owner might think it's of great value," Morin said.

The quarry has not been mined for several years.

Before the final route is determined, state law requires the Indiana Department of Transportation to first hold a public hearing, followed by a sufficient period for public response. The hearing will be scheduled only after INDOT makes its recommendation on a final bypass route in that area.

Since the city has received a sufficient supply of water during dry spells from the Brush Creek Reservoir in Butlerville for almost 60 years, questions have risen from the public concerning the necessity of the proposed reservoir.

However, Morin cites ever-changing standards for water quality as one reason why a new reservoir is necessary.

Jennings County economic development officials believe the additional water source would serve as a strong incentive for companies to bring new jobs to the area.

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September 3, 2013

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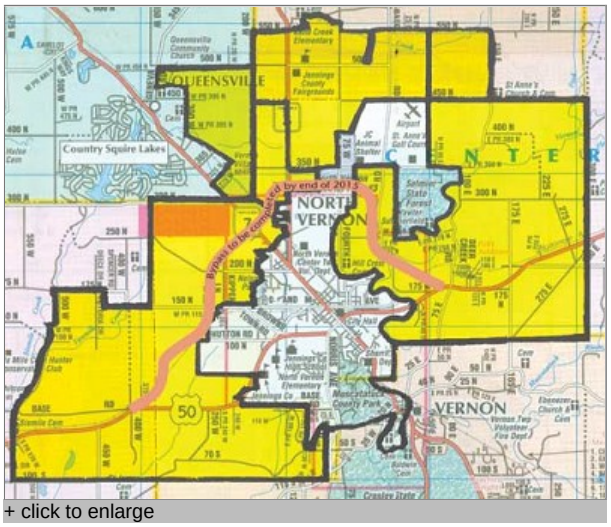
County plans large TIF district

Redevelopment area will nearly encircle city of NV, include much of U.S. 50 bypass

Bryce Mayer



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The proposed Jennings County TIF District is shaded in yellow.—Staff graphic by Dylan Pulley

The new Jennings County Redevelopment District, or tax increment financing (TIF) district, will cover a large area that nearly encircles the city of North Vernon.

Jerry Lamb, president of the Redevelopment Commission, accompanied by attorney Sue Beesley, presented maps of the district to the county commissioners Thursday.

"This area isn't finalized yet, but it will probably be pretty close to this," Lamb said.

The commissioners also received a draft of the Jennings County Economic Plan that spells out the TIF district's economic development strategy, which reads in part: "The ED area has been configured to enable Jennings County to balance the economic development goals of the county at large with the community development goals of the municipalities (of North Vernon and Vernon), as well as to balance the environmental sensitivities of the ED area."

The commissioners approved the Redevelopment Commission's declaratory resolution and plan, which earlier this month was OK'd by the Jennings County Area Plan Commission.

"We have the right people on the job and I'm comfortable with it," said Matt Sporleder (R-District 3), president of the commissioners.

Sporleder, however, abstained from voting, saying he owns property in the proposed TIF district.

"I think that might be a conflict of interest," he said.

Beesley opined that she did not see a conflict of interest for Sporleder on this case, but he nonetheless chose not to vote.

Commissioners Dave Lane (R-District 2) and Bob Willhite (R-District 1) voted in favor of the TIF plan.

The TIF district includes much of the route of the U.S. 50 bypass now under construction in the west and in the planning stages in the east. County officials believe they can capitalize on development along the new highway with the TIF arrangement.

The TIF district also includes large areas to the east, north and west of North Vernon, including the Jennings County Fairgrounds in Sand Creek Township.

"There was even some discussion originally of including Country Squire Lakes in the TIF District," Sporleder related.

Meanwhile, Lamb has been working closely with the city and its redevelopment commission to avoid any county-city friction.

"We obviously don't want this to be the county versus the city," Sporleder said.

Lamb has conferred at length with Chris Ertel, president of the North Vernon Redevelopment Commission

"Everyone is getting along," Lamb said.

Ertel agreed.

"You could call this a partnership," Ertel said. "It is important that we work together so this is a shared event."

The city is considering annexing some of the area inside the county's proposed TIF district. The county, though, would retain that territory in its TIF district if it ever is annexed by North Vernon.

According to the economic development strategy, the new TIF will stimulate and capture expansion of existing business; attract new, high-quality economic development opportunities, both commercial and industrial development; and promote employment growth in Jennings County.

The captured TIF funds will go to maintain, improve and adapt infrastructure in the district, among other proposed uses.

A public hearing on the resolution will be held at 7 p.m. Tuesday, July 23, at the Government Center in Vernon.

In addition to Lamb, the county's redevelopment commission includes Brad Armand, Bob Itell, Greg Morin and Lou Randall. The commissioners appointed Armand, Itell and Morin while Randall was named by the Jennings County Council.

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Bypass slices city's 'shovel ready' industrial park in two

Barbara King

The eastern bypass for U.S. Hwy. 50 will pretty much slice the city's "shovel ready" industrial park in half.
According to Chris Ertel, president of the city's Redevelopment Commission (or TIF Board), the bypass will halve the former 38-acre site, known as the old Yux farm, at the intersection of 75W and 350N.
The bypass will then cross 75W and angle downwards to Ertel Lane to the outside edge of where Eagle Fleet is located.
The state is purchasing 3.7 acres now and has offered $12,000 per acre. It will be purchasing an additional 22 acres of industrial land in the near future.
Ertel reported the price is "a legitimate offer" and reflects the current advertised price of the land on the state's website.
He also noted, "The least we could do is share the same sacrifice others have had to make."
Ertel also downplayed any negative impact the sale would have on the industrial park. Instead, the bypass will likely bring "high visibility" to the industrial park, which "may make it more marketable."
The Council gave the sale their blessing.
The Council also discussed several questions they had about the county's new TIF plan. The mayor and several councilors planned to attend Tuesday night's public meeting on the plan to have their questions addressed.
Ertel reported that he is not taking any sides in this issue but that the county did take into account his suggestion to leave the Miller property on SR 3 N out of their TIF.
The county's new comprehensive plan projects commercial or retail growth to occur up Hwy. 7. Once the 50 bypass opens, this area may be the county's TIF area best prospect for development.
In other news from the City Council meeting:
• The city accepted Brooks and Earl's bid of $89,200 for the new parking lot behind the Carnegie Government Center.
• Clerk-Treasurer Shawn Gerkin presented a contract from Ratio Architects for the facade work they will complete as part of the Stellar Community project. It was approved by the Council.

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JC TIF: We will work with NV

County Redevelopment Commission members, city officials confer on proposal

Bryce Mayer

Members of the new Jennings County Redevelopment Commission vowed to work more closely with the City of North Vernon Tuesday as the county moved a step closer to creating a tax increment financing (TIF) district.

"We will continue to work together with the city," said Bob Itell, one of the commission members, following a public hearing on the TIF proposal at the Jennings County Government Center in Vernon. "This is a good step in the right direction."

North Vernon Mayor Harold "Soup" Campbell, who attended the hearing with city councilors Brian Hatfield (R-District 4), Matt Hurley (D-District 2) and Mike Ochs (R-at large), agreed to an extent, noting that more communication between the county and city is crucial.

The city, which has its own TIF district, wants to protect its interests and ensure that new developments in the county's district are done in accordance with good planning, Campbell said.

"This is workable," he noted, "but we need to start getting everyone together. We need the city council, our TIF board, the county TIF board, county commissioners and county council coming together to make this work well and be sure it's done right."

Jerry Lamb, president of the county's redevelopment commission, said he has met at length numerous times with Chris Ertel, president of the city's redevelopment commission, to make sure there are no conflicts.

The county commissioners are expected to approve the resolution creating the county's TIF arrangement at their regular semimonthly meeting Thursday, July 25. If so, a 10-day appeal period will follow before the resolution can be recorded by the county recorder and filed with the county auditor and Indiana Department of Local Government Finance.

The county's proposed TIF district includes a large area that surrounds most of the city, including much of the route for the new U.S. 50 bypass. The western leg of the new highway is now under construction with the eastern portion, still in the planning stages, to be built starting next year.

The city is studying annexing several areas that would be inside the county TIF district. While the county can't encroach beyond the city's boundaries, it would retain any established TIF areas annexed by the city.

With the TIF arrangement, the county government will capture property tax revenue from new developments in the area, then in turn use those funds to enhance economic development through improved infrastructure such as roads, sanitary sewers and water systems.

"Infrastructure has to be considered," said Cheryl Trisler, Area Plan Commission director. "If we don't have infrastructure in place, we can write all the ordinances we want but it won't bring development."

"Sewer and water will be the big issues for any kind of future development," Hurley added.

Several residents in the proposed TIF district were in attendance to ask questions.

"We want to know how it is going to affect us," said Betty Creech.

"It serves as an overlay, not an annexation," explained Sue Beesley, the county's TIF attorney. "There are no extra taxes involved. You won't really even know you're in the area. If there is development in the area, taxes spun off from the improvement are captured. Only taxes from the new developments are captured and used to fund improvements in the area, such as roads."

Lamb said the TIF will boost not only the county but the city.

"The reason we are doing this is to try to get some more money in the county so it will grow," said Lamb, a former North Vernon mayor who served from 1988 to 1992. "That will help the city, too. We will all benefit from this. It is a win-win situation for all."

Others on the county commission are Brad Armand, Greg Morin and Lou Randall. Travis Shepherd is a nonvoting member representing the Jennings County School Corp.

The commissioners appointed Armand, Itell, Morin and Shepherd, the council Lamb and Randall.

"There is no friction here (between the county and city)," Lamb added. "We have a good board and we are working with the city."

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Bypass work means traffic changes

INDOT announces shifts on SR 7 on northside of NV, U.S. 50 on westside of Hayden

Bryce Mayer

The Indiana Department of Transportation (INDOT) announced that traffic patterns will change at two locations in Jennings County beginning this week as Phase I of the $21.9 million U.S. 50 bypass project moves forward.
According to Harry Maginity of INDOT, the changes will start Tuesday, July 30.
"Motorists who travel those areas need to be aware," Maginity said.

State Road 7
Both lanes of traffic on SR 7 between CR 240N and CR 300N, a mile north of the SR 7/SR 3 split, will be shifted to existing pavement on the west side of the roadway as crews place a barrier wall. The temporary lanes will be 10-feet wide.
Force Construction, the state's contractor, plans to remove and reconstruct the east side of the highway where it intersects the new U.S. 50 bypass alignment. When completed, there will be two 12-foot through-lanes on SR 7, a center left-turn lane, right-turn lanes, an eight-foot paved shoulder and a traffic signal.
INDOT anticipates traffic restrictions on SR 7 to continue for approximately 40 days.

U.S. 50 near Hayden
U.S. 50 traffic west of Hayden on the Jennings-Jackson county line will be restricted where a box culvert is being replaced at a branch of Storm Creek. Two-way traffic will be maintained at the site via a runaround with 11-foot lanes and a temporary bridge on the north side of the highway, according to Maginity.
Force Construction plans to set a 24-foot three-sided precast concrete structure at the Storm Creek branch, normalizing traffic flow by late October.

Construction continues
Phase I, the western section, of the bypass is being constructed under two contracts. Force Construction is building the northern portion between CR 150N (O&M Ave.) and SR 3 near CR 350N. Milestone is under contract for the southern portion from CR 400W (Haines Corner) to CR 150N. Force Construction and Milestone are both based in Columbus.
This portion of the bypass is expected to be completed by early 2014.
Final planning is now underway for Phase II, the eastern section, of the bypass from SR 3 near CR 350N to the existing U.S. 50 route near CR 75E (Deer Creek Road).
Construction is tentatively scheduled to start on that portion of the highway next year with completion estimated in early 2015.

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September 3, 2013

8/28/2013 3:03:00 PM

Much more road, bridge work ahead

Bryce Mayer

Since early last spring, motorists have had to deal with numerous road construction projects in the North Vernon-Jennings County area. With work well underway on the U.S. 50 bypass, the widening of South State Street, streetscape projects in North Vernon that are part of the Stellar Community initiative and Jennings County bridge repairs, there have been plenty of work zones and detours.

Now, get ready for more construction and detours.

U.S. 50 bypass at SR 3

The Indiana Department of Transportation (INDOT) began shifting traffic Wednesday morning on State Road 3 at its intersection with the new U.S. 50 bypass on the north side of North Vernon.

Both northbound and southbound traffic have been routed to the east side of the roadway while one-half mile of SR 3 on the west side is being constructed.

A 10-foot width restriction will be enforced through the construction zone.

The traffic pattern will continue for approximately four weeks, according to Harry Maginity of INDOT. After that, motorists will be redirected to the newly built west side for construction of the east half of SR 3.

Through Thursday, Aug. 29, flaggers will be present on SR 3 to guide drivers around construction crews placing barrier wall and temporary pavement markings.

S.R. 3's intersection with U.S. 50 is at the east end of Phase I, the western section, of the $21.9 million U.S. 50 Bypass Project at North Vernon. Force Construction, the state's contractor, of Columbus is building the northern portion of this section - from CR 150N to SR 3. Milestone, also from Columbus, is under contract to construct the southern portion of the bypass - from CR 400W to CR 150N.

Downtown intersection

The intersection of Fifth and Buckeye-East Walnut streets (U.S. 50) downtown will be partially closed for at least two days next week, according to North Vernon Street Commissioner Rick Marksberry.

The intersection will be closed to one lane on Tuesday, Sept. 3, and Wednesday, Sept. 4, while crews work on water lines and stormwater drains underneath the streets. There is a possibility the intersection will also be partially closed on Thursday, Sept. 5, if the work isn't completed by then, Marksberry said.

Motorists are advised to use extra caution in the area during the construction.

Weight limit lowered on another county bridge

In recent months, motorists have had to take detours to get around several bridges that were closed for repairs or replacement or, for school bus drivers and farmers with heavy equipment, where weight limits were lowered.

Last week, the Jennings County Highway Department lowered the weight limit on Bridge 17, a span on CR 175N over Six Mile Creek, from 12 to four tons.

That means heavier vehicles, such as farm equipment and school buses, have to detour around the bridge located north of Hayden.

Jim Reeves, county highway superintendent, reported to the county commissioners Thursday that the change was needed for safety reasons because of the bridge's deteriorating condition. The county hopes repairs can be made by the end of the year. No estimate on what that will cost is available.

John Howard of Jennings County Schools said the lower weight limit affects two school bus routes.

Reeves also estimated that $1.2 million will be needed in the next 15 months for bridge repairs alone throughout the county. The cumulative bridge fund is now at $553,000.

"We are in trouble," said Commissioner Matt Sporleder (R-District 3). "We are spending more on bridges than we are taking in. We need to get more money into the cumulative bridge fund."

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Lanes shift on North Highway 3

Temporary concrete barriers line SR 3 north of North Vernon to shift traffic away from construction of the U.S. 50 bypass. The 10-foot restrictions for both north and southbound traffic took effect Wednesday morning. The western phase of the bypass project is supposed to be completed by the end of this year. It will include additional lanes in this area of SR 3. Construction on the eastern phase of the bypass is expected to begin next year.-Staff Photo by Bryce Mayer

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SUBJECT: **ALTERNATIVES WORKSHOP**

Date/Time: **August 27, 2012, 9 a.m. to 1 p.m.**

Location: **Parsons Office, 101 W. Ohio Street, Suite 2121, Indianapolis, IN 46204**

Meeting Facilitator: **Dan Prevost**

Invitees:

Name	Organization	Email	Phone	Present
Jim Earl	INDOT-Project Mgmt	jearl@indot.in.gov	317-233-2072	X
Kathy Eaton-McKalip	INDOT-Seymour District	kaeaton-mckalip@indot.in.gov	812-524-3702	X
Aschalew Aberra	INDOT-Utilities	aaberra@indot.in.gov	317-232-5160	
John Wright	INDOT-Highway Design	jwright@indot.in.gov	317-690-3062	
Peter Yao	INDOT-Highway Design	pyao@indot.in.gov	317-232-5356	X
Anne Rearick	INDOT-Bridge Design	arearick@indot.in.gov	317-232-5152	
Naveed Burki	INDOT-Bridge Design	nburki@indot.in.gov	317-233-2057	X
Tom Rueschhoff	INDOT-Railroad	trueschhoff@indot.in.gov	317-233-2065	
Ken McMullen	INDOT-OES-Policy	kmcmullen@indot.in.gov	317-233-1164	X
TJ Warrner	INDOT-OES-Permits	TWarrner@indot.IN.gov	317-232-5017	
Bren George	FHWA	Bren.George@dot.gov	317-226-7342	
Michelle Allen	FHWA	Michelle.allen@dot.gov	317-226-7344	X
Steve Davidson	Parsons	steve.davidson@parsons.com	317-616-1008	X
Toby Randolph	Parsons	tobias.randolph@parsons.com	317-616-1016	X
Dan Prevost	Parsons	Daniel.prevost@parsons.com	513-552-7013	X
Mark Perron	Parsons	Mark.perron@parsons.com	317-616-1025	X
Tim Haney	Parsons	Timothy.haney@parsons.com	317-616-1018	
Christina Colon	HNTB	ccolon@hntb.com	317-917-5308	X
Deborah Porter	Clark Dietz	Deborah.Porter@clarkdietz.com	317-808-3131	X

1. Introductions and Project Roles
2. Workshop Goals
   - Generate complete list of alternatives
   - Identify major challenges/fatal flaws associated with alternatives
   - Identify potential cost-saving measures
   - Identify project risks, especially cost and schedule
3. Project Overview
   - Purpose and Need
   - Project Limits/Termini
4. Milestone Schedule
   - July 18, 2012 Notice to Proceed
   - October 16, 2012 Preferred Alternative
   - December 21, 2012 Stage 1 Plans
   - January 21, 2013 Publish Environmental Assessment

- February 27, 2013 PFC
- March 6, 2013 FONSI
- May 8, 2013 Stage 2 Plans
- July 17, 2013 Stage 3 Plans
- September 25, 2013 Tracings/RFC
- December 11, 2013 Construction Letting

5. Project Constraints
6. Preliminary Alternatives
    - Development Process
    - Detailed Walkthrough

General Items

- Utilities – there are lots of easements in the corridor, including a number of transmission lines, which are more expensive to relocate.
- Utility relocation impacts in NEPA – Michelle Allen raised a concern regarding how to handle utility relocations in the impact assessment documentation. Historically, INDOT has not accounted for impacts associated with utility relocations, leaving it to the utilities to deal with. FHWA's opinion is that the impact associated with these relocations would not be occurring ***but for*** the construction of the project and, therefore, the impacts should be accounted for. The design team should ensure that there are low-impact options for utility relocation and make an assumption for where they would go. Further coordination on this issue is required.
- Where the alignment ties back into existing US 50, there could be particularly challenging utility relocations and it may be necessary to consider if there are locations to which they can reasonably relocate.
- Alternatives should consider the possibility of going *under* instead of over the railroad.
- All potential intersections should be evaluated for the suitability for a roundabout.

Alternative 1

- Combination River/RR Bridge – due to elevation differences and RR clearance requirements, this bridge would be approximately 80 feet high. Naveed indicated that this was not out of the question; it would be an issue of cost. The project is not in a seismic zone.
- Access Locations – Based on discussions with the CAC, Dan indicated that an intersection at CR 75 West would likely be warranted. The intersection at CR 20 West may be warranted as well; the airport has indicated a desire to have it under this alternative.
- Utilities – Substantial impact to utilities in area near Selmier State Forest.

Alternative 2

- Indiana bat habitat – The alignment of alternative 2 currently turns south and cuts through a wooded tract east of Metaldyne. That tract is where the Indiana bat was captured and is believed to contain a large wetland area. It was suggested that the alignment be shifted to the east to reduce/eliminate the impact to the area.
- There may be a cell phone tower in the area north of the quarry.

Alternative 3/4

- An intersection at Betsy Cull is likely appropriate under this alternative.

- A shared utility corridor outside of the regular ROW could be considered along CR 350 N.
- It may be possible to narrow the ROW slightly in the area of the golf course/state forest to reduce impacts to Section 4(f) resources.
- Golf course – We need to have a serious conversation with the golf course regarding the potential to mitigate impacts by reconfiguring the course within the existing site. The function and use must be retained.
- If Alternative 3/4 is carried forward, the field surveys should include the Gresham parcel to the east as it may be a total take but provide opportunities for mitigation for impacts to the golf course, wetlands, or habitat.

Alternative 3

- An intersection at Betsy Cull is likely appropriate under this alternative.

Alternative 4

- Would have the lowest impact to electric transmission lines.

Alternative 5

- Consider shifting the alignment of this alternative slightly south to avoid the utility easement and to possibly provide a better river crossing location.

Alternative 6

- No comments specific to this alternative.

Alternative 7

- The T-intersection at existing US 50 is not desirable and this alternative should be removed from consideration.

7. Additional Alternatives
    - An alternative connecting Alternative 2 to Alternative 5 should be added.

Attachments:

- Map of Alternatives

Meeting Minutes

Subject: **North Vernon Airport and St. Anne's Golf Course**

Date/Time: **September 10, 2012 at 3:00 p.m.**

Location: **North Vernon Airport**

Meeting Facilitator: **Dan Prevost**

Invitees:

Name	Organization	Email	Phone	Present
Jim Earl	INDOT-Project Mgmt	jearl@indot.in.gov	317-233-2072	X
Dan Prevost	Parsons	Daniel.prevost@parsons.com	513-552-7013	X
Toby Randolph	Parsons	Tobias.randolph@parsons.com	317-616-1016	X
Ryan Curry	North Vernon Airport	rcurry@nvair.org		X
Corey Harper	Butler Fairman Seufert (BFS)	charper@bfsengr.com	317-281-7555	X
Chuck Carson	NV Airport Board	ccarson@tennoaks.com	812-592-2537	X
Warren Cutshall	St. Anne's Golf Course	wwcutshall@yahoo.com	812-219-7610	X
Greg Bishop	St. Anne's Golf Course	Gregbishop57@yahoo.com	812-343-9940	X
Donny Miller	St. Anne's Golf Course	Djmiller217@yahoo.com	812-525-8756	X

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1. Introductions

2. Project Background/Preliminary Alternatives
   - Dan Prevost gave a summary of the project and provided a map showing all the alternatives under consideration. Alternatives 3 and 4 both include construction of a new roadway (and purchase of a 300-foot wide right of way along CR 350 N in the area of the airport and golf course. Across CR 350 N from the golf course is Selmier State Forest. Both the golf course and the state forest (due to its recreational trails) are protected under Section 4(f). Alternatives 3 and 4 would both require impacts to at least one of these resources.
   - At this stage, Alternative 3 has serious challenges associated with it. First, east of the airport it would impact a large electrical substation, which would be a substantial cost to relocate. It would also impact the recently-constructed secondary access point for NVIC. Finally, it would directly impact the southwest corner of the airport property.
   - Alternative 4, which takes a more southerly alignment as it leaves SR 3 and crosses CR 75 N and heads northeast toward CR 350 N, was developed as an alternative to Alternative 3.
   - Dan provided a map showing a detailed view of Alternatives 3 and 4 in the area of the airport and golf course.

3. North Vernon Airport Discussion
   - The airport has developed a long-range plan (Airport Layout Plan) to accommodate increased commercial and military traffic. The military traffic would include provisions for the airports use by C-130 aircraft. Most of the physical improvements are in the form of apron and hangar areas.
   - There are also long-range plans to extend the 5-23 runway to the northeast, across CR 450 N. This would require an expanded RPZ and easements for clear zones.

- A Draft FAA Advisory has been issued that would prohibit the construction of roads within the RPZ. It has not, however, taken effect and it is anticipated that existing roadways would be grandfathered.
- The primary operation issue will be keeping the roadway alignment outside of the RPZ. BFS is to provide an electronic copy (shapefile or CAD layer) of the RPZ to Parsons for their use. They will also provide a current (2012) aerial photo of the airport property.
- There are also height restrictions outside the RPZ that are based on a 34:1 slope starting at 200 feet from the runway. During construction, this could restrict the use of tall machinery such as cranes. Any structures, such as light posts or signal poles would also need to comply.
- Acquiring any property from the airport (either from the airport facility or the golf course, where the land is owned by the airport) is an extended process. It could be done via either a ROW easement (slightly quicker process, but would come with limitations) or fee simple. Regardless of the mechanism used, the FAA would require height restriction covenants be included in the deed.

4. Golf Course Discussion
   - If the impact was limited to 3-4 holes, it is believed that the course could be re-worked within the existing site.
   - There was some discussion about the possibility of utilizing for mitigation a parcel of land located immediately east of the golf course that may be acquired, but end up as excess property. Golf course representatives indicated that it may not be suitable for golf course purposes due to topography.
   - Any modification to the airport will require access be provided. It was discussed that this could be done either via a service road or a direct driveway.
   - The golf course operators have identified a site that could be used as a replacement golf course location if mitigation the impacts on site were not possible. Dan Prevost indicated that he would need to look into what impact that would have on the Section 4(f) evaluation. The golf course operators indicated that they could obtain documentation that the current owner is interested in selling the property to them.
   - Ryan Curry provided a copy of the golf course lease, including a amendment regarding FAA involvement, that was not previously provided by the City.
   - Prior to approval of an alternative that would take airport property, FAA would require a feasibility study be completed. This would involve a 45-60 day review by FAA. This should be completed during the Level 2 Screening phase of the project, ***if*** an alternative requiring airport property is advanced for further consideration.

Attachments:

- Map of Preliminary Alternatives
- Map of Alternatives 3 and 4 in area of airport and golf course

Meeting Minutes

Subject: **Resource Agency Meeting #1**

Date/Time: **October 5, 2012 at 10:00 a.m.**

Location: **Parsons Conference Room**

Meeting Facilitator: **Dan Prevost**

Invitees:

Name	Organization	Email	Phone	Present
Bren George	FHWA	Bren.George@dot.gov	317-226-7342	X
Michelle Allen	FHWA	Michelle.allen@dot.gov	317-226-7344	X
Mike Litwin	USFWS	michael_litwin@fws.gov	812-334-4261	X
Dan Zay	USACE	Daniel.L.Zay@usace.army.mil	317-498-5067	
Virginia Laszewski	USEPA	laszewski.virginia@epamail.epa.gov	312-886-7501	by phone
James Glass	IDNR-DHPA	jglass@dnr.in.gov	317-232-3492	
Christie Stanifer	IDNR-DFW	cstanifer@dnr.in.gov	877-928-3755	
Matt Buffington	IDNR-DFW	mbuffington@dnr.in.gov	317-233-4666	X
Danny Gautier	IDNR-DFW	dgautier@dnr.in.gov		by phone
Suzie Delay	IDNR-DOW	sdelay@dnr.IN.gov	317-233-5638	
John Seifert	IDNR-Forestry	jseifert@dnr.in.gov	317-232-4105	
John Carr	IDNR-DHPA	jcarr@dnr.in.gov		by phone
Jason Randolph	IDEM	jrandolp@idem.in.gov	317-233-0467	X
Jim Earl	INDOT-Project Mgmt	jearl@indot.in.gov	317-233-2072	X
Laura Hilden	INDOT-OES	lhilden@indot.IN.gov	317-232-5018	X
Ken McMullen	INDOT-OES-Policy	kmcmullen@indot.in.gov	317-233-1164	X
Patrick Carpenter	INDOT-OES	PACarpenter@indot.IN.gov	317-233-2061	X
TJ Warrner	INDOT-OES	TWarrner@indot.IN.gov	317-232-5017	
Li Kang	INDOT-OES	LKANG@indot.IN.gov	317-232-6766	X
Kevin Rector	INDOT-Aviation	krector@indot.in.gov	317-232-1477	
Tom Rueschhoff	INDOT-Railroad	trueschhoff@indot.in.gov	317-233-2065	
Steve Davidson	Parsons	steve.davidson@parsons.com	317-616-1008	
Toby Randolph	Parsons	tobias.randolph@parsons.com	317-616-1016	X
Dan Prevost	Parsons	Daniel.prevost@parsons.com	513-552-7013	X
Rich Connolly	Parsons	Richard.connolly@parsons.com	317-627-5311	X
Alan Ball	Parsons	Alan.ball@parsons.com	317-616-	X

Prior to the meeting officially starting, while the web conferencing was being set up, there was some general conversation amongst the project team about Deer Creek Campground and some of the potentially historic properties.

1. **Introduction and Project Roles**

2. **Project Overview**
Dan Prevost provided an overview of the project's history, including the 2008 corridor study, the western half of the bypass, and project activities to date.

3. **Alternative Development and Evaluation Process**
Dan explained that INDOT will acquire a 300-foot right-of-way for the corridor. While only two lanes will be constructed at this time, the ROW will be sufficient to accommodate a 4-lane divided highway in the future.

The team started with the information and general alignments developed during the 2008 corridor study to develop 5 conceptual alternatives. Those alternatives were subsequently developed further into a total of 13 alternative segments that can be combined for a total of sixteen complete alternatives. These were the alternatives that were presented to the public at the September 6, 2012 public information meeting held at the Jennings County Middle School.

Dan led the attendees through a discussion of each alternative segment and key considerations and resource impacts for each.

General questions raised during the discussion:

- Mike Litwin (USFWS) asked about the source of the environmental data shown in the map. Dan explained that the majority of the data was sourced through the IndianaMap but that the wetland information was based on desktop review of soils mapping and aerial photography and was verified by a limited field review.
- Virginia Laszewski (EPA) asked if alternatives 4N/M/S were developed specifically to reduce wetland impacts. Dan replied that they were developed to look at alternatives to reduce impacts to protected 4(f) properties and stay out of the airport's RPZ.
- Danny Gauthier asked if the wood lot where the Indiana bat was caught are already slated for development. Dan stated that the eastern portion of the wood lot is within the Jennings County EDC's planned industrial park and may be part of their development plans.
- Mike Litwin requested that core forest impacts also include consideration of the forest acreage that would be required to buffer the core forest after completion of the highway. This acreage can no longer be counted as core forest. Rich (Parsons) stated that this will be incorporated into the EA.
- Virginia Laszewski asked if roundabouts could be used at intersections. Dan stated that roundabouts will be considered for all intersections.
- Danny Gauthier indicated that Eastern Hemlock has been identified in the project area and that we should avoid impacts to identified populations. Dan stated that these populations will be identified during field surveys and avoidance and minimization measures will be considered. Danny Gauthier stated that the river crossing associated with alt E is most likely to impact Hemlock populations.
- Virginia Laszewski said that the cumulative and indirect analysis should look at the full future 4 lane section.
- Mike Litwin started a general discussion of how Section 7 consultation should be applied to the project. He suggested that a biological assessment may be required to document that the project will have only a minimal potential to affect Indiana bat populations. Mike Litwin also stated that the impacts to total forest are a better indicator of potential Indiana bat habitat than core forest impacts. Mike Litwin also stated that if the project is found to have Indiana bat habitat impacts then a 3:1 mitigation ratio will likely be required for upland forest.

4. **Level 1 Screening Evaluation**

Attendees were provided with a matrix detailing the potential impacts of each alternative.

5. Project Schedule

Jason Randolph (IDEM) started a general discussion of the timeline to complete the waters report and who would be doing it. Dan stated that Parsons would be conducting the field work and in order to meet the overall schedule the field work will have to be completed this fall. Jason stated that this was a little late in the year to be doing field work. Jason Randolph asked if this was a major moves project. Jim Earl replied that it was.

Danny Gauthier asked what the bridge structures would look like. Dan stated that that would be determined during further design of the project.

Attachments:

- Copy of the PowerPoint Presentation
- Preliminary Alternatives Impact Matrix

Meeting Minutes

Subject: **Resource Agency Meeting #2**

Date/Time: **November 29th, 2012 at 10:00 a.m.**

Location: **Parsons Conference Room**

Meeting Facilitator: **Dan Prevost**

Invitees:

Name	Organization	Email	Phone	Present
Bren George	FHWA	Bren.George@dot.gov	317-226-7342	X
Michelle Allen	FHWA	Michelle.allen@dot.gov	317-226-7344	X
Mike Litwin	USFWS	michael_litwin@fws.gov	812-334-4261	X
Dan Zay	USACE	Daniel.L.Zay@usace.army.mil	317-498-5067	
Virginia Laszewski	USEPA	laszewski.virginia@epamail.epa.gov	312-886-7501	By Phone
John Carr	IDNR-DHPA	jcarr@dnr.in.gov		By Phone
Christie Stanifer	IDNR-DFW	cstanifer@dnr.in.gov	877-928-3755	
Matt Buffington	IDNR-DFW	mbuffington@dnr.in.gov	317-233-4666	X
Suzie Delay	IDNR-DOW	sdelay@dnr.IN.gov	317-233-5638	
John Seifert	IDNR-Forestry	jseifert@dnr.in.gov	317-232-4105	X
Jason Randolph	IDEM	jrandolp@idem.in.gov	317-233-0467	X
Jim Earl	INDOT-Project Mgmt	jearl@indot.in.gov	317-233-2072	X
Laura Hilden	INDOT-OES	lhilden@indot.IN.gov	317-232-5018	
Ken McMullen	INDOT-OES-Policy	kmcmullen@indot.in.gov	317-233-1164	X
Patrick Carpenter	INDOT-OES	PACarpenter@indot.IN.gov	317-233-2061	X
TJ Warrner	INDOT-OES	TWarrner@indot.IN.gov	317-232-5017	
Li Kang	INDOT-OES	LKANG@indot.IN.gov	317-232-6766	X
Kevin Rector	INDOT-Aviation	krector@indot.in.gov	317-232-1477	
Tom Rueschhoff	INDOT-Railroad	trueschhoff@indot.in.gov	317-233-2065	X
Steve Davidson	Parsons	steve.davidson@parsons.com	317-616-1008	
Toby Randolph	Parsons	tobias.randolph@parsons.com	317-616-1016	X
Dan Prevost	Parsons	Daniel.prevost@parsons.com	513-552-7013	X
Alan Ball	Parsons	Alan.ball@parsons.com	317-616-1021	X
Rich Connolly	Parsons	Richard.Connolly@parsons.com	317-616-1004	X
Beth McCord	Gray & Pape	bmccord@graypape.com	317-541-8200	
Doug Terpstra	ASC Group	dterpstra@ascgroup.net	614-268-2514	

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1. **Project Update**
   Dan Prevost began the meeting by starting the powerpoint and providing a review of the progression of the project since the last agency review meeting. The tasks completed (Major milestones) since the last meeting includes:
   - Screening out several undesirable alternatives.
   - Completion of field work for waters report.

- Bat Habitat Survey
- Archaeological field work.
- Eastern Hemlock location survey.

2. **Short List of Alternatives**
   Dan Prevost provided an overview of the rationale behind the elimination of several of the alternatives. The end result of this process was the identification of alternative 4B and 6D being carried through for detailed evaluation in the Environmental Assessment.

3. **Field Study Results and General Impact Assessment Discussion**

   General questions raised during the discussion:

   - John Seifert (IDNR Forestry) asked how we were planning to make Selmier Forest whole after impacting it with Alternative 4B. Dan replied that we would look into ways of mitigating those impacts.
   - Jason Randolph (IDEM) stated that he was aware of an available property for forested wetland mitigation. He also stated that he would be willing to work with INDO Ton IDEM mitigation ratios if we utilize this property.
   - Matt Buffington (IDNR) began a discussion of delineating the floodplain boundaries.
   - Mike Litwin (USFWS) stated that something comparable to a Biological Assessment (BA) would need to be prepared for potential impacts to Indiana Bat. He also provided instruction on specific elements of the report. There was also a discussion of the timeframe for review of the report. He also stated that upland forest mitigation would only be required if formal consultation was required. He also stated that a 500 foot buffer of any Hemlock stands is recommended.
   - Matt Buffington (IDNR) discussed the potential that the hemlock tree stand identified on Alternative 4B, may potentially have been planted and not subject to the same regulations.
   - Patrick Carpenter (INDOT Cultural Resources) began a discussion of the potential that any impacts to the historic property within Selmier State forest may require review by the State Historic Preservation Commission and could potentially cause delays to the schedule.
   - John Carr (IDNR-DHPA) requested that the archeological information be redacted from the meeting materials.
   - Virginia Laszewski (USEPA) asked if the runway expansion will be included in the Indirect and Cumulative impact assessment.

Attachments:

- Copy of the PowerPoint Presentation
- Alternatives Impact Matrix

Prevost, Daniel

From: Prevost, Daniel
Sent: Monday, January 21, 2013 9:14 AM
To: 'Earl, James'; Mills, Trevor
Cc: Randolph, Tobias; Davidson, Steve
Subject: FW: US 50 Bypass - 1/18/2013 Local Officials Meeting Recap

Jim and Trevor –

I wanted to provide a quick recap on our meeting on Friday with local officials in North Vernon.

Attendees:
- Kathy Ertel – Jennings County EDC Exec Director
- Chris Ertel – JCEDC Board
- Albert Jackson – JCEDC Board (President of the board, I believe)
- Larry Fagersten – MUTC/Camp Atterbury
- Nathan Frey
- Kathy Eaton-McKalip
- Toby Randolph
- Dan Prevost

Notably absent was Mayor Campbell, who was having a minor heart-related procedure after a routine check earlier in the week.

It was our understanding that the reason the meeting was requested was because they wanted an explanation of why the 6D alternative was selected over 4B and that there was likely to be some push back on that selection. We started going through the presentation handout and about 1/3 of the way through, Chris or Kathy (can't remember who), interrupted and said (I'm paraphrasing): "You don't need to justify the alternative selection to us. We just want to understand what the why's so that we can respond to questions we get from the EDC board and the community. And we want to talk about how best to minimize the impact to the industrial park and our development plans."

While I wasn't on the receiving end of the original request for a meeting, I have a feeling that the pushback associated with the selection was coming from the Mayor, who has, all along, supported a CR 350 alignment. It may be a good idea for someone (I'm certainly willing to do it if that's your preference) to talk to (or meet with) the mayor to ensure that his comments/concerns are addressed as well.

Other topics discussed:
Narrowed ROW – They asked if we could consider narrowing the ROW through the industrial park. They noted that we had narrowed the ROW through the golf course/state forest area. I mentioned that Section 4(f) required that we minimize impacts to the extent practicable. In that section we going to use a closed median cross section that reduced the ROW by 125 feet. We will need to discuss whether there is any potential to modify the typical section or otherwise narrow the ROW through this stretch. We indicated that we still needed enough to accommodate a future 4-lane facility and that the amount of ROW to be saved was probably small (30-50 feet).

CR 75 Improvements – Kathy reiterated their interest in improvements being made to CR 75 north and south of our planned intersection. To the north, I believe our improvements will extend to CR 350, since it is only about 1,000 feet away. To the south, however, EDC would like improvements down to JFK Drive, a distance of approximately 3,000 feet. Our current plans will only include the length required to construct turn lanes to the south (1,000 ft or less). [We have separately received a request for improvements to CR 75 all the way down to Curry Drive, which is nearly a mile south of the new intersection. When Kathy has mentioned this to me before, I told her that it was unlikely that it would be done directly as part of this project (we haven't included that in our environmental surveys and it would involve a couple steps backward to do it now). Kathy Eaton-McKalip suggested that this could be a good place for an LPA project. Kathy Ertel would like to see the improvements made in the same timeframe as the construction of the bypass.

Mitigation Sites – EDC had a couple suggestions for possible wetland mitigation sites, which we will investigate.

Potential Hazmat Site – Someone mentioned that there was previously a business located at the northwest corner of existing US 50 and CR 175 that manufactured side-view mirrors for cars. At some point, there was a depression in the

ground that they wanted to level, so they dumped a large amount of glass shards in it. They didn't give us any indication of the size of the fill.

Overall, it was a very positive, friendly meeting. Let me know if you want me to follow up with the mayor. It could be appropriate for us to schedule a time for Trevor to go down and meet him anyway.

Let me know if you have any questions.

- Dan

Dan Prevost, AICP CTP
Principal Planner/Project Manager
PARSONS
Office – 317.616.1017 ♦ Mobile – 513.368.0514
daniel.prevost@parsons.com ♦ www.parsons.com

Meeting Minutes

Subject: **Property Owner Visit**

Date/Time: **Tuesday, June 4, 2013 at 1:00 p.m.**

Location: **Calhoun Residence, North Vernon, IN**

Meeting Facilitator: **Toby Randolph**

Invitees:

Name	Organization	Email	Phone	Present
Toby Randolph	Parsons	tobias.randolph@parsons.com	317-616-1016	X
Stephany Stamatis	Parsons	stephany.stamatis@parsons.com	317-616-1013	X
Don Littrell	Property Owner	donl@daveomara.com	812-592-8176	X
Sharon Calhoun	Property Owner		812-592-8635	X
Sonny Calhoun	Property Owner		812-592-8635	X
Mac Calhoun	Property Owner			X

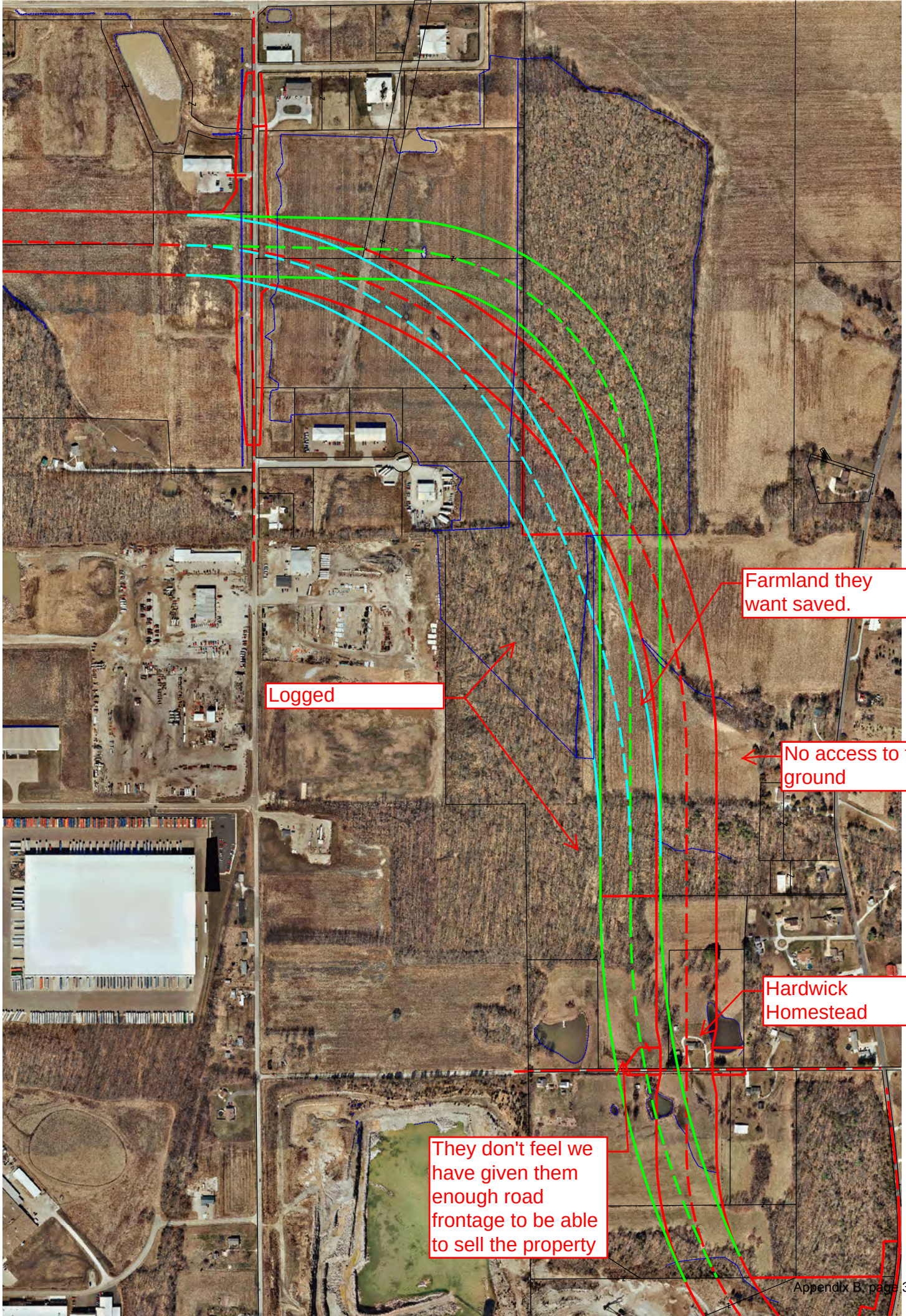
- The property owners expressed their concerns that the preferred Alternative 6D would only leave them with an unusable portion of their property. Once the project is finished, they think road frontage would be inadequate for access and the land that would remain available for re-building a house appears too sloped.
- Don Littrell and Sharon Calhoun felt their families were not fairly included in the decision making process of developing and selecting alternatives. They thought there were not enough public meetings or opportunities to provide input.
- Toby Randolph noted the various public meeting, social media, and news releases that informed the public of opportunities to comment and provide input for the project.
- Mac Calhoun suggested adjusting the radius of the road so that it aligns back with the edge of the tree line, thereby having less of an impact on their property. Toby stated that Mr. Calhoun's suggested alignment was already studied and determined to be unfeasible due to unsafe stopping and turning conditions.
- Mac and Don requested the alignment be looked at again. Toby agreed to look at it again and discuss with INDOT.
- Attendees took a walk of the property to see the potential location of a cul-de-sac for turning, area of land that would remain, and the current farm area.
- At the current farm area, Mac and Don pointed out the location of the edge of the tree line they would like the alignment moved up against.
- During the walk it was also seen that the Hardwick property was logged during the Spring.
- At the close of meeting it was confirmed again that Toby would look at the suggested alignment design again, discuss with INDOT, and inform the Calhouns and Litrell as soon as possible what is determined.
    - *Response: 7/19/13 The Parsons Design team revisited the design of the alignment through these properties as requested. We looked at the current option, an option with a tighter radius at the up station curve, and one with replacing the one curve with two compound curves with a tangent in between. Parsons and INDOT discussed these possible options and decided on the same conclusion, the current option is the*

best option because it was the least impactful environmentally and works geometrically.

These minutes are in the writer's best interpretation of discussions held during the meeting. Please inform the writer within three (3) business days of any noteworthy omissions or errors as these will become part of the project record.

Minutes prepared by: Stephany Stamatis 06/11/13

Updated by: Toby Randolph 07/29/13


Farmland they want saved.
Logged
No access to this ground
Hardwick Homestead
They don't feel we have given them enough road frontage to be able to sell the property

Stakeholder Contact Records

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
8/27/2012	2:00 pm	Joyce Stamper	Jim Earl	Ms. Stamper wanted to know what the Notice of Survey meant. She also mentioned that she was not going to be able to attend the public meeting
9/5/2012	4:00 pm	Kathy S Woods	Dan Prevost	Ms. Woods called to find out more about the project and the potetnial impacts to her property. She is contemplating making improvements (new roof) and wanted to know if she should go ahead with it. I informed her that only a couple of the alignments would impact her property and that it was too early to know anything. I also encouraged her to attend the public meeting the following evening (she did).
9/14/2012	12:00 am	Dan Prevost	Robert Pennington	I returned Mr. Pennington's call from the day before. One of his neighbors received an NOS, but he did not. He was wondering if he should have. I explained that his property was just outside our anticipated survey area so he should not have received a notice.
10/11/2012	4:00 pm	Ariel Heckler	Stephen E Gasper; Shannon R Gasper	Stephen wanted contact information, and he would like to keep artifacts if any are found during the archaeological surveying of his property.
10/11/2012	4:00 pm	Ariel Heckler	Maurice R Gresham; Irma Gresham	Maurice would like to be contacted if a 2nd public meeting happens. He just built a new house and he has concerns about moving his wife who is sick. He also wanted contact information, and he would like to keep any artifacts if found during the archaeological surveyng of his property.
10/11/2012	4:30 pm	Ariel Heckler	Shawn R Lindley; Kristin Lindley	Left a voicemail on surveying activities.
10/11/2012	4:30 pm	Ariel Heckler	William R Lutz; Rose E Lutz	Rose would like to keep the artifacts for her grandsons.
10/11/2012	4:30 pm	Ariel Heckler	Christopher E Myers; Janet M Myers	Backyard gates are locked for dogs, but owner will try to leave them unlocked next week. Dogs don't normally have access to the yard during the day. Also, Janet would like to keep the artifacts if any are found during the archaelogical surveying of his property.
10/11/2012	4:30 pm	Ariel Heckler	David J O'Mara; Nancy A O'Mara	Beware of utilities while surveying this property.
10/11/2012	4:30 pm	Ariel Heckler	Clarence W & Ethel F Redicker	Ethel would like to keep the artifacts if any are found during the archaeological surveying of his property.
10/11/2012	5:00 am	Ariel Heckler	William J Schneider; Sharon K Schneider	Sharon would like to keep the artifacts if any are found during the archaeological surveying of his property.
10/11/2012	5:00 pm	Ariel Heckler	Charles R Smith; Dianne Smith	Left a voicemail on surveying activities.
10/11/2012	5:00 pm	Ariel Heckler	Mark A Smith	Left a voicemail on surveying activities.
10/12/2012	1:00 pm	Ariel Heckler	Sandra Hoene	Attempted to leave a message on both Thursday (10/11) and Friday (10/12) about surveying activities, but Sandra's mailbox is full.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
10/18/2012	1:00 pm	Ariel Heckler	Paul Belding; Geneva Belding	Left a voicemail on surveying activities.
10/18/2012	1:30 pm	Ariel Heckler	Sheila D Calhoun; Moe Calhoun	Left a voicemail on surveying activities.
10/18/2012	1:30 pm	Ariel Heckler	Robert H Creech; Betty R Creech	Left a voicemail on surveying activities.
10/18/2012	3:00 pm	Ariel Heckler	Jess A Lowe; Pamela Lowe	Left a voicemail on surveying activities.
10/18/2012	3:00 pm	Ariel Heckler	William R Lutz; Rose E Lutz	Left a voicemail on surveying activities.
10/18/2012	3:00 pm	Ariel Heckler	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Left a voicemail on surveying activities.
10/18/2012	3:30 pm	Ariel Heckler	Christopher E Myers; Janet M Myers	Left a voicemail on surveying activities.
10/18/2012	4:00 pm	Ariel Heckler	ROSE ACRE FARMS, INC	Left a voicemail on surveying activities.
10/18/2012	4:30 pm	Ariel Heckler	Mark A Smith	Left a voicemail on surveying activities.
10/18/2012	5:00 pm	Ariel Heckler	Tracy Thompson	Left a voicemail on surveying activities.
10/18/2012	5:00 pm	Ariel Heckler	Jeffrey R Timm & Allison G Turner	Left a voicemail on surveying activities.
10/18/2012	4:30 pm	Ariel Heckler	Martha J Smith	Left a voicemail on surveying activities.
10/18/2012	2:00 pm	Ariel Heckler	Sandra Hoene	Attempted to leave a message on Thursday about surveying activities, but Sandra's mailbox is still full.
10/18/2012	4:00 pm	Ariel Heckler	George E Simmons, Norma D Kriete; Deborah D Leathers	Left a message with mother on surveying activities.
10/18/2012	3:30 pm	Ariel Heckler	William J Schneider; Sharon K Schneider	Sharon has no problem with surveyors entering her property.
10/18/2012	3:00 pm	Ariel Heckler	Clarence W & Ethel F Redicker	Ethel has no problem with surveyors entering her property.
10/18/2012	3:00 pm	Ariel Heckler	DAVE O'MARA CONTRACTORS INC	Dave has no problem with surveyors entering his property.
10/18/2012	3:30 pm	Ariel Heckler	Margery E Simmons	Margery has no problem with surveyors entering her property.
10/18/2012	2:00 pm	Ariel Heckler	Carroll A; Ron Chambers	Phone number provided by Carroll was busy all afternoon on Thursday (10/18). Number is still busy on Monday (10/22).

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
10/18/2012	1:30 pm	Ariel Heckler	William C Bussell; Sandra Bussell	William has no interest in keeping artifacts if any are found during the archaeological surveying of is property.
10/18/2012	5:00 pm	Ariel Heckler	Charles R Speer; Cynthia R Speer	Charles would like to keep artifacts if any are found during the archaelogical surveying of his property. Also, Charles will be deer hunting in the woods all next week.
10/18/2012	4:00 pm	Ariel Heckler	Charles R Smith; Dianne Smith	Dianne revealed during the surveying call that she is not happy about the possible route along County Road 350.
10/18/2012		Ariel Heckler	William D Maschino; Kathy A (Elsner) Maschino	William would like to keep artifacts if any are found during the archaelogical surveying of his property. Also, William has several cattle on this property that the surveyors need to be careful around.
10/18/2012		Ariel Heckler	Richard R DeCamp; Coleen R DeCamp	Richard had some questions about what the surveyors were looking for. I explained to him that the surveyors were looking for artifacts and sensitive environmental features. He was satisfied by the explanation.
10/18/2012	2:00 pm	Ariel Heckler	Wayne Denney Jr	Left Wayne a voicemail about surveying activities. He called back and voiced concerns about his property being ruined. Apparently, he or possibly another property owner suffered damage from a survey conducted last year. He is positive that the surveyors were from INDOT. I explained to him that he could report any damage. He also had some concerns about Alternative B impacting his property.
10/18/2012	2:30 pm	Ariel Heckler	Stephen E Gasper; Shannon R Gasper	Stephen wanted to know if a route decision had been made yet. I explained that INDOT was still looking at three separate alternatives and the final decision was coming.
10/18/2012	2:00 pm	Ariel Heckler	Maurice R Gresham; Irma Gresham	Would still like an opportunity to talk with decision makers if his house is impacted by the new route.
10/18/2012	3:00 pm	Ariel Heckler	Shawn R Lindley; Kristin Lindley	Kristin wanted to know if a route decision had been made yet. I explained that INDOT was still looking at three separate alternatives and the final decision was coming.
10/18/2012	5:30 pm	Ariel Heckler	Frank Biehle	Frank believes the log cabin house next to him is historic. He also has concerns about his daughter's house (Cynthia Speers) being impacted by Alternative B, and that the alternative should be moved so that it impacts the abandoned truck stop area instead.
10/19/2012	3:00 pm	Gregory Askew; Maurica Askew	Dan Prevost	Maurica called to request a meeting with the project team to discuss potential impacts to property owned by her family (Askews and Greshams).
10/24/2012		Ariel Heckler	Robert L Bott; Malinda M Bott	Left a voicemail on surveying activities.
10/24/2012	12:00 am	Ariel Heckler	Margaret K Lee	Margaret wanted contact information, and she would like to keep artifacts if any are found during the archaeological surveying of his property.
10/25/2012	2:00 pm	Ariel Heckler	Jess A Lowe; Pamela Lowe	Left a voicemail on surveying activities.
10/25/2012	2:00 pm	Ariel Heckler	Carroll A; Ron Chambers	Left a voicemail on surveying activities.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
10/25/2012	2:00 pm	Ariel Heckler	Vincent P Wissel; Frank Biehle	Left a message with sister on surveying activities.
10/25/2012	2:00 pm	Ariel Heckler	Jeffrey R Timm & Allison G Turner	Jeffrey would like to keep artifacts if any are found during the archaelogical surveying of his property.
10/25/2012	2:00 pm	Ariel Heckler	Charles R Speer; Cynthia R Speer	Cynthia has no problem with surveyors entering her property.
10/25/2012	2:00 pm	Ariel Heckler	Frank Biehle	Frank's wife has no problem with surveyors entering their property.
10/25/2012	3:00 pm	Ariel Heckler	Wayne Denney Jr	Wayne has concerns about his property if Alternative 4B is selected. Wants to know who is responsible for paying for a new survey if a portion of his property is taken. Also, wants to know if his taxes would be reduced for sold property. Has no problem selling his entire acreage.
10/26/2012	12:00 pm	Ariel Heckler	Richard R DeCamp; Coleen R DeCamp	Richard wanted contact information, and has no problem with surveyors entering his property.
10/26/2012	12:00 pm	Ariel Heckler	Robert L Bott; Malinda M Bott	Left a voicemail on surveying activities.
10/26/2012	12:00 pm	Ariel Heckler	William C Bussell; Sandra Bussell	Sandra has no problem with surveyors entering her property.
10/26/2012	12:00 pm	Ariel Heckler	Margaret K Lee	Margaret has no problem with surveyors entering her property. She believes the house next door may be historic.
10/30/2012	10:00 am	Ariel Heckler	Carroll A; Ron Chambers	Ron (Carroll's husband) left a voicemail asking about the surveying activities. I called him back and explained what surveying activities were taking place. He said that was fine, but he wants to know when the next public meeting is.
10/31/2012	5:00 pm	Ariel Heckler	Charles R Speer; Cynthia R Speer	Cynthia has no problem with surveyors entering their property.
10/31/2012		Ariel Heckler	Paul Belding; Geneva Belding	Paul's son is making updates to their property and he wanted to know if an Alternative had been selected. I told him not yet.
10/31/2012		Ariel Heckler	ROSE ACRE FARMS, INC	Left a voicemail about surveying activities.
11/1/2012	2:00 pm	Ariel Heckler	Martha J Smith	Martha has no problem with surveyors entering her property.
11/1/2012	2:00 pm	Ariel Heckler	Margery E Simmons	I understand from the son that Eugene has passed away. Margery still owns the property. The son didn't see a problem with surveyors entering the property, but mentioned that they need to be careful of sink holes.
11/1/2012		Ariel Heckler	Sheila D Calhoun; Moe Calhoun	Left a voicemail on surveying activities.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
11/1/2012		Ariel Heckler	Andrew S Siener; Joseph F Siener; Charles N Siener; Barbara Lauth; Clara Louise Diekhoff	Left a voicemail on surveying activities.
11/1/2012	12:00 am	Ariel Heckler	DAVE O'MARA CONTRACTORS INC	Left a message with assistant about surveying activities.
11/1/2012	12:00 am	Ariel Heckler	Robert H Creech; Betty R Creech	Left a voicemail about surveying activities.
11/1/2012	2:30 pm	Ariel Heckler	James L Foster; Tracy Foster	Left a message with mother about surveying activities.
11/1/2012	2:30 pm	Ariel Heckler	William J Schneider; Sharon K Schneider	Sharon has no problem with surveyors entering her property.
11/1/2012	12:00 am	Ariel Heckler	Connie L Thomas	Connie's 1800s farmhouse property does have an electric fence. She mentioned that the surveyors needed to be careful especially the fence along CR 20. She did call back a short time later to ask when the decision would be made about the new roadway. I told her to watch the paper and to check INDOT's website.
11/2/2012	4:00 pm	Dan Prevost	William & Betty J Robbins	Left a voicemail for Bill Robbins (812-592-1180) regarding a utility line that was severed on his property at 2215 N. Base Road by archaeologists from ASC Group. UPDATE: This turned out to be wrong number. Correct number is 812-392-2613. See second call record for detail.
11/2/2012	4:30 pm	Dan Prevost	William & Betty J Robbins	Called Bill Robbins regarding a utility line that was severed on his property at 2215 N. Base Road by archaeologists from ASC Group. He indicated that it is a rental property. He could not locate a phone number for the tenant. I provided him with my contact info so that he could provide it if he found it. (ASC left a note for the tenant with their contact info.)
11/5/2012	4:00 pm	Dan Prevost	Wayne Denney Jr	Left message indicating I'd be happy to answer his previous questions discussed with Ariel. Also let him know that an architectural survey would be occuring in the next several days.
11/5/2012	5:30 pm	Ariel Heckler	Jess A Lowe; Pamela Lowe	Left a voicemail about surveying activities.
11/5/2012	5:30 pm	Ariel Heckler	Margaret K Lee	Left a voicemail about surveying activities.
11/6/2012	11:00 am	Ariel Heckler	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Left a voicemail about surveying activities.
11/6/2012	11:00 am	Ariel Heckler	Tracy Thompson	Tracy has no problem with surveyors entering his property.
11/6/2012	11:00 am	Ariel Heckler	Robert L Bott; Malinda M Bott	Left a voicemail about surveying activities.
11/6/2012	11:00 am	Ariel Heckler	William R Lutz; Rose E Lutz	Rose has no problem with surveyors entering her property.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
11/6/2012		Ariel Heckler	Charles R Speer; Cynthia R Speer	Cynthia has no problem with surveyors entering her property.
11/6/2012	11:00 am	Ariel Heckler	George E Simmons, Norma D Kriete; Deborah D Leathers	Left a voicemail about surveying activities.
11/6/2012	11:00 am	Ariel Heckler	Richard R DeCamp; Coleen R DeCamp	Richard has no problem with surveyors entering her property.
11/6/2012	12:00 pm	Ariel Heckler	Vincent P Wissel; Frank Biehle	Frank has no problem with surveyors entering his property.
11/6/2012	12:00 pm	Ariel Heckler	Marvin L Redmond	Marvin has no problem with surveyors entering his property.
11/6/2012	12:00 pm	Ariel Heckler	Carroll A; Ron Chambers	Carroll is okay with surveyors entering her property as long as they don't damage any trees. She has hired a forester to keep up her property.
11/6/2012	12:00 pm	Ariel Heckler	Kevin T Miller; Angela G Miller	Left a voicemail about surveying activities. Kevin called back later and he is okay with surveyors entering his property. The only item that he is concerned about is surveyors parking on his property and causing ruts.
11/7/2012	8:30 am	John Kuntz	Dan Prevost	Mr. Kuntz called because he recently acquired a property (2080 N CR 280 E) from Joe Staples who provided him with a copy of the NOS letter from August. He had also spoken to some of the archaeologists in the field recently when they were working in the field behind the fruit stand. Mr. Kuntz wanted to make sure that neither his property nor those of his parents or sister (Herr's) would be impacted. I explained that none of the homes on those properties would be affected. However, we haven't yet finalized the tie-in to existing US 50 for Alternative 4B in this area, and there is a possibility that it would require a strip take off his parents property (40-08-30-400-017.000-003). He was not concerned about that. His primary concern was for the potential need for his elderly parents to be relocated.
11/9/2012	9:30 pm	Wayne Denney Jr	Dan Prevost	Mr. Denney left me a voicemail returning my previous call. I called him back 11/12/12 (see that record for summary).
11/12/2012	9:30 am	Ariel Heckler	Richard R DeCamp; Coleen R DeCamp	Again, Richard has no problem with surveyors entering his property.
11/12/2012	10:00 am	Ariel Heckler	Danny Hoskins; Marsha Manning	I was able to get a hold of Marsha, but the call ended one minute after being placed. I tried calling back and I ended up having to leave a voicemail message about the surveying activities.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
11/12/2012	4:30 pm	Dan Prevost	Wayne Denney Jr	I returned Mr. Denney's call. He had a few questions regarding the ROW process. He also indicated that he wasn't excited about living near the highway. He had some concern about impacts to his two 5-acre fields along CR 300 N if an intersection were constructed there. He uses the income from leasing those fields to cover his taxes and insurance. We discussed the alternatives process and that a preferred would be identified in December. He also asked if an intersection were constructed at 300 N if there were plans to widen 300 N all the way to the MUTC entrance road. I told him that there had been no discussion of that at INDOT and that it was not part of this project.
11/12/2012	5:30 pm	Ariel Heckler	Shawn R Lindley; Kristin Lindley	Left a voicemail about surveying activities.
11/12/2012	5:30 pm	Ariel Heckler	Frank Biehle	Frank is fine with the surveyors entering his property.
11/15/2012	12:30 pm	Robert F Fields; Lynn Fields; Rusty Fields	Dan Prevost	Rusty Fields called to follow-up on our 11/13/12 meeting. Besides reiterating that he hoped we picked Alternative 6D, which woudln't impact his property, he asked about the timing of the selection and how he could learn of that decision. Because he lives in the Indianapolis area, he would not see it in the local paper/news. I indicated that we may consider sending out an email to all those who have provided one. He gave me his email address, which I added to his contact info.
11/20/2012	4:00 pm	Gregory Askew; Maurica Askew	Dan Prevost	Rica called to follow-up on on meeting with her, several family members, and some neighbors. I let her know that we were still evaluating alternatives within the CR 350 corridor and that we were still on schedule to announce a preferred alternative in December.
11/30/2012	11:00 am	Ariel Heckler	Charlene Burbrink	Larry (husband) is fine with surveyors entering their property, but needs to know when because of hunting season. They have a person who hunts regularly on the property.
11/30/2012	4:00 pm	Ariel Heckler	Charlene Burbrink	Left a voicemail about surveying activities set for Tuesday, December 4th.
12/11/2012	2:00 pm	Ariel Heckler	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Left a voicemail about hydraulic surveying activities set for Thursday and Friday (December 13-14th).
12/11/2012	2:00 pm	Ariel Heckler	Tracy Thompson	Tracy is fine with the hydraulic surveying activites. He did want to know if a decision had been made about the new alignment. He would like to purchase some property and he would like to know the final alignment prior to purchase. He took Dan's phone number, but he already has a call into Jim Earl.
12/11/2012	2:00 pm	Ariel Heckler	Robert H Creech; Betty R Creech	Betty is fine with the hydraulic surveying activities.
12/11/2012	2:00 pm	Ariel Heckler	Margery E Simmons	Margery is fine with the hydraulic surveying activities, but she wanted to know if a decision had been made yet. I informed her that a final decision has not been made on the alignment.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
12/11/2012	2:00 pm	Ariel Heckler	Sheila D Calhoun; Moe Calhoun	Sheila is fine with the hydraulic surveying activities. She did have some concerns if land would be destroyed in the process. I informed her that a few surveyors may be walking the property and placing stakes in the ground, but nothing too intrusive.
12/13/2012	4:00 pm	Joseph T Doran Jr	Dan Prevost	Joseph contacted me initially because HNTB survey crews had contacted him about scouting out a location for a hydraulic survey. Joseph was concerned because he was planning to hunt on the property around the same time. During the call, Joseph also asked about the status of the selection of the preferred alternative. I indicated that INDOT was going to announce the selection of Alt 6D as the preferred alternative the next day.
12/18/2012	10:00 am	Sheila Schuler	Dan Prevost	Sheila called regarding her property as well as that of her 88-year old father, Garland Rudd, to find out if either property would be impacted by the preferred alternative (6D). I explained that her property would not be directly impacted. Her father's property is currently shown as being impacted, but we are working on revising the alignment slightly in this area (to tie into existing US 50 prior to Deer Creek Road), and that the impact may be minimal. She had a few questions about the project schedule, which I answered.
12/18/2012	12:00 pm	Virgil Meeker; Roberta Meeker	Dan Prevost	Berta called to inquire about how the preferred alternative would impact her property located at the corner of 20 W and 250 N. I explained that the alignment would be approximately 600 feet west of her property and would have no direct impact.
12/18/2012	2:30 pm	Michael D & Esther L Roe	Dan Prevost	Michael called to find out if the preferred alternative would impact his property (it would). He also asked about the timing of the project and acquisition process.
12/18/2012	1:00 pm	Melissa Colwell; Jimmy Colwell	Dan Prevost	Called regarding impact to his property and the timeline for property acquisition. I explained that we were working on getting the bypass tied back into existing US 50 sooner, which would eliminate impacts to his property. Told him that we would have more info in the next couple months.
12/18/2012	10:00 am	Virgil Meeker; Roberta Meeker	Glenda Seal	Berta Meeker contacted the Seymour District office for additional information. See attachment.
12/18/2012	12:00 am	Sheila Schuler	Glenda Seal	Sheila contacted the Seymour District office for additional information. She also had contacted Dan Prevost, who provided the requested information.
12/18/2012	12:00 pm	Darren L Mathis; Michelle L Mathis	Glenda Seal	Darren contacted the Seymour District office for additional information regarding the project's potential impact on his property. Glenda contacted Dan Prevost who provided information that was relayed to Darren. See attached.
12/20/2012	12:00 am	BERRY MATERIALS CORP	Dan Prevost	Local contact for property is Brian White, Superintendent - 812-346-6100 6100 W Base Road PO Box 45, Hayden, IN 47245

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
12/21/2012	4:30 pm	Dan Prevost	John R Branham; Karen F Branham	I contacted Mr. Branham to let him know that geotech surveys would occur on his property starting next week. He expressed concern about damage to his field, which he does not till. He also asked that any access be from the east or west, not the north side of his property. I passed these concerns along to ATC (geotech sub).
1/2/2013	12:00 pm	Joseph T Doran	Dan Prevost	Dr. Joseph Doran (father of Joseph Doran Jr) called to make sure that the project team was aware of two waterlines that run through his cornfield adjacent to CR 20 W. One was "city water" that serves his house (and possibly others?) and the other is "rural water" which serves the Creech farm (and possibly others?). We also discussed the project's potential impact to his property, the options for maintaining the connection for CR 20 W, and the project schedule.
1/3/2013	12:00 am	Dan Prevost	Kathy Ertel	I called Kathy to ask about existing utilities within the industrial park. Kathy referred me to Brad Bender at FPBH. Kathy reiterated JCEDC's desire for improvements to CR 75 between CR 350 N and JFK Drive. JCEDC is preparing to construct a spec building this year and needs details regarding the roadway location and access points as soon as possible.
1/4/2013	12:00 am	Darrell K Hicks; Nina L Hicks	Dan Prevost	Nina called to get an update on the project and to ensure that she was on the notification list for future project information.
1/4/2013	12:00 am	Joseph T Doran Jr	Dan Prevost	Joseph called indicating that he had some issues with some people who had been on his land that day who damaged his field. He wanted to know if the people were part of our team. After checking with all our staff and subconsultants we determined that it was definitely not a member of our team. Further, HNTB staff had been in the area the same day and noticed a utility truck (Duke Energy subcontractor) in the area. It is believed the damage was done by them. This information was conveyed to Mr. Doran on January 7.
1/7/2013	12:00 am	Joseph T Doran Jr	Dan Prevost	I called Mr. Doran to provide information regarding the damage to his father's property (done by Pike Electric acting as subcontractor to Duke Energy). Mr. Doran also informed me that the stream that borders the north side of the field is used as an overflow outlet by the quarry when it fills over a certain level. The quarry effectively created the stream. Due to erosion issues, the quarry paid for an 18" pipe to be put in for a section.
1/7/2013	12:00 am	Tracy Thompson	Dan Prevost	Mr. Thompson called to inquire about the impact to his commercial property on Base Road, which will be acquired by the project. He owns/operates a wholesale car operation. He has already identified and begun moving to a new property. I followed up with an email with information regarding the relocation process.
1/7/2013	12:00 am	Alan James	Dan Prevost	Mr. James' mother Imogene James owns the property at the northeast corner of US 50 and Deer Creek Road. Mr. James wanted information regarding the project's likely impact on the property. I informed him that we are actively working to minimize or eliminate the impact to this property and that more information would be available at the public hearing.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
2/14/2013	12:00 am	Bettie L Pearl; Joseph C Pearl	Dan Prevost	Joseph called me to inquire about the project status. He hadn't heard anything about the project since the archaeologists had been on his property. He was surprised to learn that Alt 6D was the preferred because the archaeologists had led him to believe that 6D was unlikely due to archaeological resources. Mr. Pearl has health issues. He also has dogs in a fenced yard. He is likely under water on his mortgage. He had questions about the ROW process. I told him we would send him some materials in the mail (no internet access).
2/18/2013	12:00 am	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Dan Prevost	Laura Marsh called me with several questions about the project process and schedule.
2/18/2013	12:00 am	Joseph T Doran	Dan Prevost	Mr. Doran had questions about the factors that led to the selection of Alternative 6D. I provided an explanation. He also requested the name and address of the INDOT Commissioner, which I provided. He indicated that he planned to send a letter to the Commissioner, the Governor, and me indicating his dissatisfaction with the selection of the preferred alternative. He also indicated that he may consider legal action to stop the acquisition or the project altogether.
2/21/2013	12:00 am	Cecil E Kintner	Dan Prevost	Mr. Kintner called (left voicemail) inquiring about his property at 710 E. US 50. He indicated that the property is currently unoccupied. I returned his call but he did not answer; I left a voicemail.
2/21/2013	12:00 am	David J O'Mara; Nancy A O'Mara	Dan Prevost	Dave called me after receiving a Notice of Survey letter inquiring about the potential impact to his property on CR 20 W. I informed him that we were intending to build an overpass for CR 20 W and that we might need at most a narrow strip of ROW from his property. I took the opportunity to ask him about the use of the tanks at his property on CR 20 W. He said that Ashland Oil had previously owned the site, but the tanks are currently empty and they do not use them. They use the building as their testing lab for asphalt.
2/27/2013	2:30 pm	Sheila Schuler	Dan Prevost	Sheila contacted me regarding her father's property (1850 N CR 75 E). She wanted an update on the project's potential impacts to the property as well as the schedule for the public hearing. I informed her that the team had been working to tie in the bypass before Deer Creek Road and that the revised plan would have minimal impact on her father's property and not require relocation of his house. I also informed her that the public hearing had been pushed back 2-3 months.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
2/28/2013	11:00 am	Sharon A Hartwell; Paula J Littrell; Richard C Hardwick	Dan Prevost	Richard Hardwick left me a voicemail 2/27/13 and I returned his call 2/28/13. Richard had questions about the potential impact of the project on his family's property. We discussed the alignment of the preferred alternative and I referred him to the website to find a map. He also expressed frustration about the lack of direct communication with afffected property owners.
3/1/2013	1:30 pm	Stephany Stamatis	Margery E Simmons	Left voicemail regarding surveying within next 2 weeks to mark centerline for the project, including digging of small hole for 5/8" inch rebar marker.
3/1/2013	1:30 pm	Stephany Stamatis	Robert H Creech; Betty R Creech	Emailed regarding surveying within next 2 weeks to mark centerline for the project, including digging of small hole for 5/8" inch rebar marker. Note: Emailed instead of calling because there is no phone number on file. Email zz-que@comcast.net was returned undeliverable.
3/1/2013	1:30 pm	Stephany Stamatis	John R Branham; Karen F Branham	Spoke with John Branham to notify of survey occuring within the next 2 weeks to mark the centerline for the project, with placement of 5/8" rebar marker. Mr. Branham is fine with access.
3/1/2013	1:30 pm	Stephany Stamatis	Joseph T Doran Jr	Joseph was not there when I called. The woman who answered the phone was busy at the moment and said to call back after 7:00pm.
3/2/2013	11:30 am	Margery E Simmons	Stephany Stamatis	Received a phone call from Margery Simmons regarding my survey notification voicemail from 3/1/13. I explained in more detail the purpose and nature of the survey. She is fine with access. She commented that a realtor friend of hers in North Vernon received a call from INDOT that the project will be put on hold for a few months. I told her I had not heard this but would get back to her with more info. Dan will call Margery to follow up.
3/4/2013	10:00 am	Michael D & Esther L Roe	Dan Prevost	Mike Roe called to ask about the schedule for the pbulic meeting. I informed him that it was likely to be in May.
3/4/2013	3:30 pm	Margery E Simmons	Dan Prevost	I called to follow-up on Margery's conversation with Stephany Stamatis on 3/3/2013. I spoke to Mr. Simmons and let him know that the project is not "on hold" as they had heard, only that we were completing several tasks and the hearing would be pushed back approximately 2 months. I provided my name and phone number for any future questions.
3/7/2013	12:00 am	Bob Fraus	Dan Prevost	Mr. Fraus's company Friedman Real Estate Group is the owner of the Metaldyne property. Mr. Fraus contacted me to find out if there would be impacts to the property associated with the construction of the bypass. We also discussed the upcoming construction on SR 3 and its effect on the property. I followed up with an email with additional information.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
3/8/2013	12:00 am	Dan Prevost	Charles C Webster	I contacted Mr. Webster regarding gaining access to his property on Base Road to do some clearing prior to April 1 in preparation for geotechnical surveys to occur later. He indicated that we could clear on the property. The property was accessible at the north end, where there is a clearing and a culvert. There is no gate on the property. Mr. Webster also indicated that his property was enrolled in the CRP program through NRCS and asked how that would affect the acquisition. I said I would contact INDOT and find out.
3/15/2013	12:00 am	Dan Prevost	Joseph T Doran	I contacted Mr. Doran regarding obtaining access to his property prior to April 1 to do some clearing in preparation for the geotechnical investigation required for the bridge. He indicated that as long as we avoided the big trees, he was not concerned about brush and smaller trees. He requested that we stay out of the grassy area near CR 20 W (the property's original homesite). He indicated that he had no concerns regarding the specific location along CR 20 W from which dozer accesses the field (except for the grassy area). He indicated that in addition to the letters he sent to me, the Commissioner, and the Governor, he sent similar letters to two state representatives (didn't specify which ones). Mr. Doran asked that, when the surveyors come to stake the property, if they could stop by the house so that they could point out to him where the roadway was proposed to be located. I emailed Kurt Vonderheide (HNTB) to pass along the request.
3/15/2013	12:00 am	Darrell K Hicks; Nina L Hicks	Dan Prevost	I contacted Mr. Hicks regarding gaining access to his property prior to April 1 (Indiana bat tree clearing restriction date) to clear trees out of the way in preparation for geotechnical testing to follow later.He indicated that he and Mr. DeCamp had encountered the surveyors on their properties earlier in the day and that he had not been notified, despite requesting notification. I apologized that the notification was missed and committed to sending a note to the team regarding notification (complete).The Hicks' home will be acquired by the project. They anticipate that they will want to build a new home (rather than purchase an existing one). He had questions about the timeline for receiving an offer and closing. I indicated that the entire ROW process typically takes 9-12 months, but that I would get him a more detailed schedule. (See subsequent email.)Mr. Hicks is concerned that the property will not appraise for its true value or the cost to build a replacement. He estimates a cost difference of $150,000.Regarding the potential tree clearing, he asked about the process for compensation. I indicated that I would get him a copy of the State form for crop damage, which would be what he would use.I also committed to sending him copies of the FHWA ROW/relocation brochures.He requested that in addition to email that I provide hard copies as well. (see subsequent letter).

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
3/19/2013	12:00 am	Dan Prevost	Richard R DeCamp; Coleen R DeCamp	I contacted Mr. DeCamp to inquire about clearing trees prior to April 1 to make way for future geotechnical inviestigations on the property. He said that it would be ok to clear as long as an effort was made to avoid the larger trees. He also asked that the surveyors stop by his house prior to staking the property so that he could walk the property with them. I passed the request along to HNTB.
3/21/2013	12:00 am	Robert L Bott; Malinda M Bott	Dan Prevost	Malinda Bott contacted me regarding the project status/schedule and potential impacts to her property. I attempted to describe them to her over the phone, but she was having difficulty understanding. She asked that I contact her son, Dan Wright (FPBH), and explain it to him.
3/21/2013	12:00 am	Dan Prevost	BERRY MATERIALS CORP	I contacted Brian White regarding gaining access to the quarry property to clear some trees prior to April 1 in preparation for future geotechnical investigations. Brian indicated that the clearing was fine. However due to MSHA requirements, he said that he needed to be contacted prior to any access and also be on site. He also requested that his address in Hayden be used as the primary contact for the company. I updated our records.
3/25/2013	12:30 pm	Joseph T Doran Jr	Dan Prevost	Mr. Doran contacted me in response to seeing tree clearing activities on his father's property (permission for the clearing had been granted by his father). He asked for an explanation of why the tree clearing was required, which I provided.He also had a number of other questions:Vibration damage - He asked if blasting would be required as part of the bridge construction on his father's property. I told him blasting was not likely but that pile driving was possible and that I would check with the design team to see if we had determined construction methods yet. He asked how any damage to his home should be documented and, if it occurs, how it would be repaired/reimbursed.CR 20 W - he asked whether the reconstructed CR 20 W (bridge over the bypass) would remain on its existing alignment or shift to one side.Temporary ROW - he asked if there would be a need for temporary ROW on his property.
3/25/2013	12:00 am	Dan Prevost	Darrell K Hicks; Nina L Hicks	I contacted Mr. Hicks to follow-up on our previous conversation regarding access for tree clearing. He indicated that he didn't fully understand how the crop damage claim form I had provided should be filled out. I provided John Engelking's contact info for questions regarding crop damage claims. Mr. Hicks expressed concern about the ROW acquisition timeline that I had provided previously and that it wouldn't provide sufficient time to build a new home. I indicated that I would attempt to get more information regarding the timeline and flexibility. In the end, Mr. Hicks asked that we stay out of his property during the current tree clearing effort. He was having a children's birthday party at the house in a week or two and did not want any damage to the lawn prior to that. I passed that info along to ATC.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
4/3/2013	9:30 am	Dan Prevost	Dan Wright	I contacted Dan to follow-up on a conversation with his mother, Melinda Bott. I explained to him that the current design required only a small triangle of ROW from his mother's property.
4/3/2013	11:00 am	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Dan Prevost	Laura Marsh contacted me regarding the anticipated schedule for the public meeting and the ROW acquisition process. She also indicated that she had returned the form regarding artifacts and indicated her consent to have them sent to a museum.
5/6/2013	12:00 am	Melissa Colwell; Jimmy Colwell	Dan Prevost	Jimmy called (left message; I returned the call) to follow-up regarding potential impacts to his property. I confirmed for him that the proposed improvements will not impact his property.
5/10/2013	1:30 pm	Dan Prevost	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	I contacted Laura to obtain permission to enter the property for geotechnical drilling as well as for the surveyors to mark the locations. Surveyors to be on property May 13 or 14. Geotech work to be week of May 20 or May 27.Laura asked that the surveyors knock on the door before entering the property to ensure that the dog is secured.Laura requested that we coordinate with her husband so that he can be home when the geotech work occurs.
5/10/2013	2:00 pm	Dan Prevost	David E Trapp	I contacted Mr. Trapp regarding the geotechnical survey that is needed for the bridge over the river. It is planned to stake the locations on May 13 or 14 and then do the drilling the week of May 20 or 27. Mr. Trapp requested that the surveyors knock on the door prior to entering. He also requested that he be home when they do the drilling. He has a septic tank, however it should not be an issue. He did request that we not do the drilling if the yard is wet and that we avoid damaging his rose bushes. He also requested copies of the acquisition and relocation brochures.
5/10/2013	2:30 pm	Dan Prevost	Richard L Apsley; Rita J Apsley	I called Mr. Apsley to discuss the need to enter his property to stake the geotech drilling locations and then later do the drilling. He was fine with both.
5/10/2013	2:30 pm	Dan Prevost	Joseph T Doran	I contacted Mr. Doran regarding the need to enter the property to stake the locations for and later complete the geotechnical drilling. He expressed some concern about damage to the field, which he leases to a farmer. He said that as long as we can stay along the perimeter of the field, we are ok to enter the property.
5/10/2013	3:00 pm	Dan Prevost	BERRY MATERIALS CORP	I contacted Brian White regarding accessing the property to stake the locations for geotech drilling and then later for the drilling itself. He was fine with both. He requested that we contact him prior to entering for either activity.
5/13/2013	10:00 am	Dan Prevost	BERRY MATERIALS CORP	I called Brian White to let him know that the surveyors (HNTB) would be on site at the quarry on 5/14/2013.
5/13/2013	1:30 pm	David Latka	Joseph T Doran	per VM request Sr left with Dan, I contacted Mr. Doran to discuss access. He said he was not good with directions, north, south, west, but asked that we stay around the perimeter of the field. We agreed on route. He later called me back (i assumed my number came up on his called ID) he had forgottten that I had called, but then he remembered and apologized.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
5/14/2013	4:00 pm	Joseph T Doran Jr	David Latka	He asked about the proposed drilling and if it would cause vibrations. I explained that we would be coring with carbide and diamond tipped rotary tools using water to wash away cuttings, not impacting or blasting. I also told him we would access around the perimeter of the field as Sr had requested.
5/21/2013	4:00 pm	David Latka	Charles C Webster	Discussed accessing for test borings. He is in South Dakota and was fine with us accessing. I asked if we need to contact him in the future to access for sinkhole or roadway boring and he said No. He mentioned he basically wanted to get rid of parcel.
5/21/2013	4:30 pm	David Latka	Joseph N Marsh; Laura L Marsh; Lindsay M Marsh	Talked to Laura, but asked that we talked to Joe as he was home. I called him and our driller met with Joe and discussed access to his back yard and borings by the river
5/21/2013	4:30 pm	David Latka	David E Trapp	Left VM asking to meet driller and discuss access for test borings.
5/30/2013	12:00 am	Rebecca and Richard Sohacki	Dan Prevost	Rebecca contacted me with three questions: 1. when would the contractor be done with their work within the temporary easement area so that they can reconstruct the pole barn? 2. the contractor has installed fence posts along the front of their property. they were unaware of a fence going in. is it to be permanent? does it have to be there? 3. Will the work on CR 250 N be complete before school is back in session? she is concerned about the safety of her kids getting on the school bus in a construction zone. I told Rebecca that I would find out the answers to her questions and get back in touch with her.
6/5/2013	3:00 pm	Dan Prevost	Rebecca and Richard Sohacki	I contacted Rebecca with answers to two of her questions from our 5/30/13 conversation: Fence: the plans call for a ROW fence to be installed in front of her property. Based on a conversation with Toby, it can be removed if that is the property owner's preference. Rebecca indicated that she would talk to her husband and let me know their preference. Construction on CR 250 N: the construction will be complete before school is back in session. Temporary Easement: Toby emailed INDOT/Contractor to find out. Still awaiting a response.
6/14/2013	12:00 am	Rebecca and Richard Sohacki	Dan Prevost	Rebecca contacted me to provide their preference regarding the ROW fence to be extended in front of their property and that of their neighbor. Their decision is that they would like the fence to come up to the east side of their driveway as currently planned (in order to clearly define the property line), but they would like for no fence to be installed on the west side of their driveway and the neighbors (Morgans) have no interest in having a fence in front of their property.
6/17/2013	12:00 am	Dan Prevost	Rebecca and Richard Sohacki	I left a voicemail for Rebecca to follow up on her request for information regarding the use of the temporary easement portion of their property. Based on information obtained from Force Construction, the contractor is finished working within their property and they may utilize it as they wish. I provided this information in my voicemail.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
6/21/2013	11:00 am	John A Greathouse; Holli Greathouse	Dan Prevost	Holli Greathouse contacted the district 6/10/2013. Glenda Seal forwarded a request to me to contact her. I left Holli a voicemail on 6/10. She returned my call today (6/21). Holli had questions about the project's potential impact on her properties near Deer Creek Road. I explained to her that the project would require approximately a 30-40 foot wide strip of ROW from the parcel in the SW quadrant of the US 50/Deer Creek Road intersection. I also let her know that she should be contacted in the next several weeks by the appraisers regarding the property.
7/16/2013	12:00 pm	Sheila Schuler	Dan Prevost	Sheila contacted me for an update regarding the potential impact to her father's property (Garland Rudd). See notes for 7/23/13 call.
7/16/2013	12:00 am	David E Trapp	Dan Prevost	Jane Trapp contacted me to get an update on the timeline for receiving an offer from INDOT for their property. See phone log for 7/23.
7/23/2013	11:00 am	Dan Prevost	Sheila Schuler	In response to her call on 7/16, I left a message for Sheila at her home informing her that there will be no impact (permanent or temporary) to her father's property (Garland Rudd).
7/23/2013	12:00 am	Toby Randolph	David E Trapp	Toby followed up with Jane Trapp (response to voicemail on 7/16) to let her know that she should be receiving her payment from INDOT around October of this year.
7/29/2013	9:00 am	Toby Randolph	Don Littrell	At the 6/4/13 meeting at the Calhoun residence, Don and the Calhouns requested an alternative alignment be reviewed that would have less of an impact on their property. INDOT and Parsons reviewed the alignment. This call was to inform Don Littrell of the results of the review. INDOT and Parsons looked at the current Alternative 6D option, an option with a tighter radius at the up station curve, and one replacing the one curve with two compound curves with a tangent in between. INDOT and Parsons determined the current Alternative 6D alignment is the best option, as it has the least environmental impacts and works geometrically.
7/29/2013	3:00 pm	Rebecca and Richard Sohacki	Dan Prevost	Rebecca called with two concerns: - She said that someone (didn't specify) told them that their house would be well above the level of the roadway and that they would only be able to see the tops of semi trucks. Now that the roadway is finished, that's clearly not the case. They are concerned about noise. - Construction on CR 200 has raised the elevation of the county road relative to their driveway, creating a steep grade on the drive. They are concerned about their vehicles scraping on the ground and about their ability to get out in the winter. I told her I would look into both these items and get back to her.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
7/30/2013	4:00 pm	Dan Prevost	Rebecca and Richard Sohacki	I left a voicemail and Rebecca returned my call. Follow-up to phone call on 7/29/13.Noise - She indicated that it was the prior owner who told her that the bypass was to be substantially lower than their house. I provided her (via follow-up email; attached) with Trevor Mills' address and suggested that she send him a letter requesting vegetation or other visual screening. I also provided her (via email) a link to the EA document where she could get details regarding the noise study.Driveway - I informed her that the driveway condition was temporary and that it would be corrected as the construction is completed, which should be next week. She indicated that school starts next Wednesday and was concerned about the bus being able to reach her home. She said she would call the bus driver, whose number she had, to see what he/she knew. After the call I spoke with Toby Randolph who said that Construction has been in contact with the School District and is aware of the situation. If the County Road connection across the bypass is not complete by Wednesday, contingency plans are in place. I provided this info to Rebecca (via email).
8/21/2013	1:30 pm	Stephany Stamatis	Cecil E Kintner	Spoke with Mr. Kintner to inform him of staking for surveying that will occur either Friday 8/23 or Saturday 8/24. He is okay for us to access either day. I also informed him of drill rigging to occur either mid next week or beginning of September and he is fine with that as well.
8/21/2013	1:35 pm	Stephany Stamatis	Richard R DeCamp; Coleen R DeCamp	Richard is fine with access for Friday or Saturday for staking and for drill rig either next week or September. He requested the surveyors bring a map that shows the area the project will be taking/corridor alignment.
8/21/2013	1:40 pm	Stephany Stamatis	Richard L Apsley; Rita J Apsley	Richard is okay with property access for staking Friday or Saturday and for drill rigging next week or beginning of September.
8/21/2013	2:00 pm	Stephany Stamatis	Joseph T Doran	I spoke with Dr. Doran about the need for property access for staking and drill rigging. He is requesting we hold off until a later date. These activites would be occurring in the soybean fields on his property and he wants us to wait until after the crops are harvested. He is unsure of the timeframe of harvest, but will speak with his farmer and wants me to call him back Friday to discuss. Today I am going to call his son, Joseph Doran Jr. to discuss as well.
8/21/2013	3:00 pm	Stephany Stamatis	Joseph T Doran Jr	I called Joseph Doran Jr. to discuss my conversation with his father. He is in agreement that we hold off on staking or drilling until after the soybean crops are harvested. He is also unsure when the harvest will occur and wants to discuss further.
8/22/2013	1:00 pm	Stephany Stamatis	Darrell K Hicks; Nina L Hicks	I spoke with Nina Hicks and informed her surveyors would be there either Friday or Saturday for staking and drilling would occur either next week or beginning of September. She is fine with both.

Phone Call Date	Phone Call Time	Phone Call Caller	Phone Call Recipient	Phone Call Summary
8/22/2013	11:00 am	Joseph T Doran	Stephany Stamatis	Dr. Doran called to inform me that he spoke with his farmer about harvesting. Crops will be harvested at some time between mid October to the end of October. The exact dates are TBD. He would like follow up with the project team to discuss the schedule of staking and drilling.

Mail Type	Mail Date	Mail Time	Mail Sender	Mail Recipient	Mail Summary
Email	8/29/2012	11:42 am	Casandra Lane	Dan Prevost	Requested information regarding the alignments. Won't be able to attend the Sept 6 meeting.
Email	8/31/2012	8:00 am	Dan Prevost	Casandra Lane	provided website info where meetings materials will be posted.
Email	9/12/2012	12:15 pm	William C Bussell; Sandra Bussell	Dan Prevost	Request for traffic study data and estimated time/fuel savings information.
Email	9/28/2012	11:42 a.m.	Candy Santisi	Dan Prevost	"We were told that they would be narrowing the options down to two. I would like to know how I can find out when you get that done."
Email	10/2/2012	12:00 pm	Dan Prevost	Candy Santisi	Provided response regarding the narrowing of alternatives.
Email	10/2/2012	12:30 pm	Dan Prevost	William C Bussell; Sandra Bussell	Provided data from INDOT west bypass traffic study.
Email	10/12/2012	2:00 pm	Candy Santisi	Dan Prevost	Requested confirmation that the 3 identified alternatives were the only ones still under consideration.
Email	10/13/2012	2:30 pm	Dan Prevost	Candy Santisi	Responded to email regarding short list of alternatives
Email	10/19/2012	9:30 am	Dan Prevost	Warren Cutshall	Provided an update regarding the alignment options along CR 350 N.
Email	10/19/2012	9:00 am	Warren Cutshall	Dan Prevost	Passed along a letter to the editor from the newspaper and inquired about Alt 4B and whether it could potentially go through Selmier State Forest.
Email	12/5/2012	9:00 am	Jim Earl	Christopher E Myers; Janet M Myers	Jim received a request for an update on selection of the preferred alternative. The response indicated that the decision has not been made yet, but should be made in the next several weeks.
Email	12/15/2012	2:00 pm	Jim Earl	Benjamin Thompson	Jim responded to an email received from Mr. Thompson, who was seeking to confirm the selection of Alternative 6D as the preferred alignment.
Email	12/17/2012	11:30 pm	Bruce Larabee	Dan Prevost	Bruce inquired about potential impacts to his property (2025 N. Base Road) and that of his mother, Sandra Mars (2055 N. Base Road).
Email	12/17/2012	11:00 am	Charles C Webster	Jim Earl	Mr. Webster emailed Jim to ensure that he was added to the project mailing list. He lives in South Dakota, but has two sons in North Vernon who can attend future meetings on his behalf. Mr. Webster is already on the project mailing list.
Email	12/18/2012	11:30 pm	Dan Prevost	Bruce Larabee	Provided information regarding impacts to his property (and that of his mother). The project team is currently refining the alignment in this area so impacts are uncertain at this time.
Email	12/18/2012	1:30 pm	Joseph T Doran Jr	Dan Prevost	Joseph emailed seeking additional detail about the alignment.
Email	12/20/2012	3:30 pm	Dan Prevost	Joseph T Doran Jr	Responded to Joseph's email. Informed him that we're still refining the alignment in the area of his property and that the map on the website is the best available. Also provided detail about what will be constructed at this time (2 lanes, buy for 4 lanes).
Email	1/7/2013	2:30 pm	Dan Prevost	Tracy Thompson	As a follow up to our call, I emailed to Mr. Thompson links to FHWA materials regarding the relocation process.
Email	1/7/2013	10:30 am	James Goen	Dan Prevost	Mr. Goen emailed to request a map showing the alignment of the Western portion of

					the bypass. A map showing the alignment, as well as a link to the project website where additional maps are available, was sent the same day.
Email	1/14/2013	12:00 am	Jonathon C Bradshaw; Kristen Bradshaw	Dan Prevost	Emailed to see if the project may have a use for her currently vacant commercial property. I left a voicemail for her, but did not receive a return call
Post Mail	2/22/2013	12:00 am	Joseph T Doran	Dan Prevost	Mr. Doran submitted the attached letter indicating his dissatisfaction with the selection of Alternative 6D. He also provided documentation regarding his disabled veteran status and his property's status as a Hoosier Homestead Farm.
Post Mail	2/26/2013	1:00 pm	Stephany Stamatis	Aaron Green; Karen Green	Letter to notify property owners of upcoming surveys in the project area that might require property access. Return postcards were included for owners to provide their email and/or phone number to be contacted in advance of any access.
Email	2/27/2013	12:00 am	Sharon A Hartwell; Paula J Littrell; Richard C Hardwick	Glenda Seal	Richard Hardwick emailed Glenda Seal (INDOT Seymour District Customer Service) with questions regarding the project status and potential impact on his property. Dan Prevost called Mr. Hardwick 2/28/13 to address his questions.
Email	3/7/2013	12:00 am	Dan Prevost	Bob Fraus	Follow-up email to phone call. Summarized the project's impact on the Metaldyne property.
Email	3/18/2013	12:00 am	Dan Prevost	Charles C Webster	Follow-up to phone call (3/8/2013) regarding CRP program and impact on ROW process.
Email	3/19/2013	10:00 am	Dan Prevost	Darrell K Hicks; Nina L Hicks	Provided information in follow-up to March 15 phone conversation
Post Mail	3/19/2013	12:00 am	Stephany Stamatis	Darrell K Hicks; Nina L Hicks	Mailed copy of materials requested in 3/15/13 phone call.
Email	4/3/2013	10:00 am	Dan Prevost	Darrell K Hicks; Nina L Hicks	Follow-up email regarding the relocation process.
Email	4/18/2013	9:30 am	Dan Prevost	Joseph T Doran Jr	Responses to questions raised during 3/25/13 phone call
Post Mail	5/13/2013	5:00 pm	Stephany Stamatis	David E Trapp	Mailed copies of acquisition and relocation brochures.
Email	5/14/2013	3:30 pm	Dan Prevost	Joseph T Doran Jr	In response to an email request, I provided Mr. Doran with contact information for ATC Cardno who will be performing the geotech investigation on his father's property.
Email	5/15/2013	9:00 am	Dan Prevost	David E Trapp	Emailed copies of FHWA acquisition/relocation brochures as discussed on 5/10/13.
Email	7/3/2013	4:00 pm	Dan Prevost	Joseph T Doran Jr	During the 6/24/13 meeting with the Dorans regarding Joe Doran Sr.'s water line, Joe Doran Jr. raised a question regarding deer crossings on the project. I responded with the attached email.