

Meeting Summary
I-69 Tier 1 EIS
Public Meeting re: Screening of Alternatives
Washington, Indiana
November 8, 2001

The meeting was held at Washington High School in its Cafeteria. Its purpose was to receive feedback regarding the Screening of Alternatives Report, published October 16, 2001. One hundred seventy five (175) individuals registered as attendees.

Prior to the meeting, attendees were able to view displays which gave detailed statistical information about the findings of the screening of alternatives, as well as discuss these findings with project staff. The Federal Highway Administration (FHWA) also staffed a booth which presented information and literature on the Section 106 Process regarding historical and archaeological resources.

The meeting began with introductory remarks by James Dittoe of the consultant team. Bryan Nicol, Indiana Department of Transportation (INDOT) Commissioner, made some brief remarks. Following those remarks, Michael Grovak, the consultant team project manager, gave an approximately 20 minute presentation summarizing the key findings of the Screening of Alternatives.

Public statements were made by approximately 40 citizens and public officials. John Baxter, FHWA Indiana Division Administrator and Kelly Whiteman, INDOT Deputy Commissioner and Legal Counsel, were seated at the front of the room to hear all public remarks. Principal issues brought forth during the public comment portion of the meeting included:

- Highways should be located so as to avoid splitting existing properties, especially farms.
- Alternative 5 would be very beneficial for Martin County, as well as Lawrence County.
- The region's transportation system is inadequate and behind the times. Our lack of modern, four lane roads makes it non-competitive for retaining and attracting industry.
- Alternative 1 is the most reasonable use of our limited resources.
- Easy access to interstates is critical to most businesses today. Without better access, we eventually will lose jobs and money.
- The lack of transportation limits the potential of Indiana University, the University of Southern Indiana, and the University of Evansville.
- Alternative 1 could be built quicker than any other alternative.
- Whatever route is chosen must have direct access to Crane Naval Surface Warfare Center.

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- Building I-69 past Washington and Bloomington will eliminate many serious crashes.
- Route 5 serves Southwest Indiana better than any other route.
- If Indiana does not act quickly, Illinois will take I-69.
- I-69 will uproot veterans, take their properties and way of life.
- Building I-69 will make it easier for us to be invaded by a foreign power.
- I-69 will make it easier for jobs to move to Mexico.
- Alternative 1 is a smokescreen for those who really wish to do nothing.
- Nothing should be built.
- International terrorists, as well as drug traffickers, will use I-69.
- A criteria for this study should be to maintain the quality of life in Southwest Indiana.
- I-70 already is saturated with trucks, and routing I-69 over it makes no sense.
- There is no practical way to upgrade US 41 to Interstate standards.
- The highway should be built in as straight a line as possible.
- The highway cannot be built in a straight line.
- If you try to build a highway to Bloomington, you will never get it built. There will be too many tree sitters.
- The best farm land in Daviess County should be avoided.
- The only jobs which interstates bring are fast food, hotels, and gas stations.
- I-69 will pay back its investment 10 to 100 times.
- I-69 would provide a huge economic benefit to Pike County.

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- I-69 would provide no benefit to Pike County.
- Route 5 will eliminate many accidents in the US 50 corridor.
- An Interstate is important to keep the next generation. Otherwise, too many will move out in search of better jobs.