

INDIANA DEPARTMENT OF HIGHWAYS

INDIANAPOLIS, INDIANA 46204-2249
INTER-DEPARTMENT COMMUNICATION

November 9, 1988

MEMORANDUM

TO: Mr. Scott Mr. Brossart Mrs. Wilson
Mr. Sadler Mr. Christy Mr. Andrewski
Mr. Woods Ms. Erler Mr. Yoder
Mr. Juricic Mr. Terwilliger Mr. King

FROM: Stephen L. Catron *SLC*
Hearings Examiner

RE: Proposed widening of SR 37. The project is located from CR 110 S in Mitchell to U.S. 50 W (south of Bedford) in Lawrence County. Total project length is about 7.17 miles.

Indiana Project: ST-095-3()

Attached hereto is a complete copy of the verbatim transcript resulting from the design public hearing on the subject project, which was held in Bedford, Indiana, on Thursday, September 15, 1988, at 7:00 p.m. About 140 individuals were present at this hearing function, of whom 6 spoke for the public record. An informal session lasting from 3:00 p.m. to 4:30 p.m. on the date of the hearing, which was utilized for the purpose of acquainting interested persons with the design being considered for the proposed project, was attended by 30 persons. Related data and other statistics pertaining to this public hearing function are noted on the cover sheets(s) of said transcript. Copies of all legals published in local news media pertaining to the public hearing requirements for this proposed project have been previously forwarded to you.

It was advertised in local news media over a period of better than thirty (30) days that this public hearing was going to be held, and that a draft design study, along with preliminary design plans, and other materials relative to the proposed project were available for advance public viewing, inspection, and copying during normal office hours in the following offices:

1. Indiana Department of Highways, Room 1105, Indiana State Office Building, 100 North Senate Avenue, Indianapolis, Indiana 46204-2249.
2. Mayor's Office, 1102 16th Street, Bedford, Indiana 47421.
3. Road Development Office, IDOH Vincennes District, Vincennes, Indiana 47591.

November 9, 1988

Page 2

Also advertised was the fact that giveaway sketch maps depicting the location of the proposed project were on hand and publicly available in either of the aforementioned offices.

The holding of this hearing, completion of the transcript, and transmittal of all data herewith, fulfills the requirements of Title 23, U.S. Code, Federal Road Acts of 1958, and the Indiana Public Involvement/Public Hearing Procedures for Federal-Aid Project Development approved by the Federal Highway Administration, U.S. Department of Transportation on January 7, 1985.

It is requested that two (2) copies of the approved design study report be forwarded this section.

SLC:klm

Attachments



INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 9, 1988

CERTIFICATION
OF
PUBLIC HEARING REQUIREMENTS
AND
SOCIO-ECONOMIC-ECOLOGICAL-ENVIRONMENTAL EVALUATIONS

RE: Proposed widening of SR 37. The project is located from CR 110 S in Mitchell to U.S. 50 W (south of Bedford) in Lawrence County. Total project length is about 7.17 miles.

Indiana Project: ST-095-3()

The Indiana Department of Highways hereby certifies that a design public hearing relative to the subject project was held at Bedford, Indiana, on Thursday, September 15, 1988, in compliance with Title 23, Section 128, U.S. Code, Federal Road Acts of 1958, and the Indiana Public Involvement/Public Hearing Procedures for Federal-Aid Project Development approved by the Federal Highway Administration, U.S. Department of Transportation on January 7, 1985.

The Indiana Department of Highways further certifies that the economic and social effects of the location, its impacts on the environment, and the consistency with the goals and objectives of urban planning, as has been promulgated by the community have been considered.


Stephen L. Catron
Hearings Examiner


Linville R. Sadler, Chief
Division of Location & Environment

LRS/SLC/k1m

DESIGN HEARING

SUMMARY

SUBJECT: Proposed widening of SR 37. The project is located from CR 110 S in Mitchell to U.S. 50 W (south of Bedford) in Lawrence County. Total project length is about 7.17 miles.

PROJECT: ST-095-3()

LEGAL NOTICE OF PUBLIC HEARING:

The Bedford Times Mail
Tuesday, August 16, 1988
Tuesday, September 6, 1988

The Mitchell Tribune
Wednesday, August 17, 1988
Wednesday, September 7, 1988

DATE, TIME & PLACE OF HEARING:

Thursday, September 15, 1988
Formal: 7:00 p.m. Informal: 3:00 p.m. to 4:30 p.m.
National Guard Armory Drill Hall
2020 19th Street
Bedford, Indiana 47421

HEARINGS OFFICER:

Teresa Parker-Breach
Division of Public Affairs
Indiana Department of Highways

HEARING PANEL:

Beam, Longest & Neff, Inc.
Robert Fisher, P.E.
Jeffrey Vlack, Environmental Analyst

Indiana Department of Highways
Richard VanCleave, P.E.
Steve Powers, Project Engineer
Randy Compton, Project Designer
Arthur Rhea, Relocation Specialist
Stephen Catron, Hearings Officer

ATTENDANCE: 140
(Informal Session 30)

SPEAKERS OF RECORD: 6

DESIGN HEARING

ON

WIDENING OF STATE ROAD 37

IN

LAWRENCE COUNTY

September 15, 1988

7:00 p.m.

Ms. Breach:

Good evening. For the record it is now 7:05 and we are gathered at the Bedford Armory to discuss the proposed design for widening State Road 37 from County Road 1000 South in Mitchell, north to U.S. 50 west in Bedford. This project is about 7.17 miles long. My name is Teresa Parker-Breach and I am the Hearings Examiner for the Indiana Department of Highways and I will be conducting this evening's meeting. On page 3 of your handout you will notice an agenda for this meeting. I am going to make an addition to it. As you can see we have several television monitors around the room. We have prepared a video for this project and we are going to take a look at it right now. This video is the very first one we have ever done for a public hearing project, so it is kind of experimental. We hope to use videos in the future to illustrate the need for a project and possibly inform people about various procedures that go into the development. Since this a prototype for a video program, we are going to ask you to help us out. We are going to be passing out some little comment cards and on those cards we would like, after you have looked

at the video and perhaps had a chance to listen to the public hearing. We would like to know what you thought about the video and if there are other items that maybe we talked about here or that we didn't talk about that you would like to see on a video that you would think would be real informative and helpful. Or if you don't think that it served any purpose we would like to hear that too. What we hear tonight about the video will help us decide to do with that as a program for the future.

David are you and Todd going to pass those out for me? Those cards? Okay. When you get done with them, after the meeting, there is a large brown box over here and it says comments sheets. You can put those cards in them as well as the comment sheets like this which are also up here, if you would like to leave them with us tonight. I will go into more about how to use them a little bit later on. But just put the cards in the box up there before you leave and that will help us.

Okay, thanks a lot for watching. If you want to take a minute and jot down your impression of the video I would appreciate it. We will also run it after the meeting is over with, again, if you want to see it again to see what you think about it. If you were here this afternoon you probably noticed that we were also running continuously some footage of the entire project that was shot from a helicopter. We did get some positive responses on that if you saw it. We were also running it as people came in. If you saw and you liked it let us know about that too, it is something else that we could use the videos for, to help show the whole project area and the actual traffic on it and that kind of thing.

Now we are going to get back to the order listed on the agenda. On tonight's hearing panel, we have professional engineer Robert Fisher and environmental analyst Jeff Vlach from the engineering consultant firm Beam,

Longest and Neff, Inc., they designed the project for us. We have representing the Indiana Department of Highways Division of Design professional engineer Richard VanCleave. Also representing the State Highway Department is relocation specialist Arthur Rhea and Hearings Officer Steve Catron. With us this evening from business services division of Video or, I don't know how to say this, Division of Business Services, I know that it is Business Services I just don't know what they call your section, but they take all of these nice photographs. We have Todd Glenn and David Copenhaver in the back of the room. We also have Steve Powers in our audience tonight. He is an engineer who will be available to answer any questions after the meeting that you need and also from Beam, Longest and Neff we have project designer Randy Compton also seated in the back of the room. We will all be available here this evening afterwards to try and answer questions and help you within our particular fields.

The purpose of this public hearing is to allow you to comment or ask questions about the proposed design of this project. Legal notice of this hearing was published on both August 16th and September 6th in the Bedford Times-Mail and on August 17th and September 7th in the Mitchell Tribune. This hearing is being recorded and a transcript will be made from that recording. All comments tonight will appear in that transcript and will be addressed in the final design study report. Additionally, we will be accepting written comments until September 30, 1988. That is the end of this month. Those comments can be sent in on that comment sheet that I showed you a little while ago. It is self addressed on the back. It is a tri-fold mailer just for your convenience. If you want to pick one up and take it home, all you have to do is write on it and fold it over and put a stamp on it and it will get back to us. If you know of anyone who couldn't be here this evening that wanted to

and might be interested in commenting, you can take them a copy of the comment sheet and of the fact sheet that was handed out a little bit earlier. You don't have to use these if you have information that won't fit on this and you want to use your own envelope and your own materials that is fine too. It is just to make life easier.

The draft design study report, the environmental data, plans and other information relative to this project are available here tonight along the back of the wall and the other information is up here in my folder. We also have that information available to you at the Mayor's office in Bedford and at the Vincennes District Development office as well as in our office at Room 1105, 100 North Senate Avenue, in Indianapolis. That information will remain available there for you until we have an approved design on this project. When we have the transcript completed we will also put that in those offices for you to review at your convenience.

I am going to talk a little about what has transpired up to this point in the development of this project. Now on February 2, 1984, we held a public information meeting in Mitchell to discuss this proposed project. After we held that meeting we went back and developed some corridors and came back on November 29, 1984 also in Mitchell and talked about the options of a corridor, the place to actually locate this road. Whether or not we wanted to stay exactly on the same alignment, vary it somewhat or what. We took that information and it helped us to come up with the corridor that we have selected. That is as seen on these plans, which is pretty much following the existing roadway, but it does vary a little bit and takes right-of-way from one side or the other to help widen it out. That is right isn't it Bob? You are looking at me funny. Okay.

At the corridor hearing we discussed in some depth the environmental

studies. We actually discussed them very thoroughly that evening. Therefore we are not going to be having any in-depth discussion on that tonight. If you want to talk about that, you want to look at what we found out and you weren't available for the meetings, we have the environmental data here and Jeff Vlach, who is an environmental analyst, is here to talk to you about it and answer any questions. But, we will not go into that in the formal portion of the hearing since we have already discussed it once.

Although we originally funded this project with a combination of Federal and State funds, and we had it scheduled very far into the future, not in the foreseeable future any way. However, action taken by our 1988 legislature resulted in an influx of funds into the Highway Department and it allowed us to select a group of projects around the state that we felt would be most beneficial and definitely most needed by the community that they served. This project is one of those. It is on the accelerated construction effort list. That is the name of the list that was compiled as a result of it. We will be using 100 percent state funds to construct it. We were able to move that up on the scheduling list. We believe that we will have it ready to go to construction in 1991. Whether or not it happens will depend on the availability of the funds at that time. I am sure that you are aware that we have to go from year to year to see what we have from the legislature and from the federal government though this is 100% State funds but from the legislature because that can change. We can get more or we can get less. But this is how we plan it right now and how we foresee it coming in and we really believe that it can happen in that time frame.

In 1988 dollars, this project is going to cost approximately 11 million dollars, a little bit over 11 million dollars, and that is all in your fact sheet. You will also notice that there is a 1993 estimate given. That is to

show you the kind of inflation you can expect as a result of delay in that, for every year that is over a million and a half dollars more. So, that just shows you that as we go toward construction, inflation will cause the cost of the project to rise somewhat.

I am going to just talk a little bit about what it is going to look like and then Mr. Fisher will go into that in a lot of depth a little later. The proposed project, as I said, begins at County Road 1000 South and continues north to U.S. 50 West. The roadway is planned to consist of four 12-foot travel lanes bordered by 11-foot shoulders and will either have a center turn lane or a grass median. Depending on where you are located at in the project. To accomplish this widening, we will need approximately 91.5 acres of new permanent right-of-way. This will include about 28 residences, 5 businesses, and please note that your handouts say 4 but we went over it this afternoon and counted one more in that we hadn't been aware of. Well actually we had it in there but we didn't have it in the total count. It was mentioned in our environmental. That includes two trailers, the Marion Township Fire Department, 10 garages and sheds and 14 signs. We will also need about another 3.2 acres in temporary right-of-way and that is for driveway constructions, slope work and that type of thing and all of that will return back to the original property owner when we are finished with construction.

Now Mr. Fisher is going to give a presentation in just a few minutes. But I would like to take an opportunity to allow people who cannot stay for the entire meeting to comment on the project. This opportunity will be for anyone who has personal commitment or some other problem and can't stay for the description. I encourage you to, if you can, because you are going to find out things, I think, that will answer a lot of questions as we go through it, and we will also allow an ample opportunity after the project description

and discussion of relocation benefits for anyone to talk. But if you can't stay for the entire project, please step to the microphone at this time. (pause) Okay. I guess we will get started with it then. Mr. Fisher will you come up and take over.

Mr. Fisher:

Thank you, Ms. Breach. In an effort to clarify this and simplify this, I am going to read most of my description from the handouts that are available here, so you can follow along.

The proposed widening of State Road 37 begins at County Road 1000 South in the town of Mitchell and continues northward for approximately 7.17 miles to U.S. 50 west, just south of the city of Bedford.

The purpose of this project is to provide a modern highway that will efficiently and safely serve the transportation needs of south-central Indiana.

Built in the early 1950's, this highway has had steadily increasing problems handling traffic. As the population of Lawrence County grew, so did the number of vehicles trying to use State Road 37. This has generated safety problems and congestion, resulting in an increase in accidents, decreased transportation efficiency and a general adverse impact on the economic growth of the area. The existing roadway is insufficient to carry both current and the projected volumes of traffic. The majority of the existing roadway consists of two 11-foot travel lanes bordered by deteriorating 4 to 6-foot wide shoulders composed of deteriorated bituminous material and stone.

In 1986 the (ADT) or the Average Daily Traffic on this section of State Road 37 was 9,100 vehicles per day. That figure is anticipated to increase to 12, 586 vehicles per day by the year 2006. Additionally, the 1984 Environmental Assessment indicates that the sufficiency rating of the project was

only 48 - 52 out of a possible score of 100. The low rating was attributed to a capacity deficiency. The highway is simply not capable of handling the amount of traffic that is using it.

Much of the existing State Road 37 was designed and built in the late 1940's and the early 1950's. Much of the new State Road 37 in this area was constructed on the alignment of the old State Road 37. However, a great deal of attention was given to improving the sight-distance problems experienced on the old roadway by straightening the new road as much as possible. One portion of the old roadway ran through the town of Mitchell. The new State Road 37, that was built in the 1950's, was constructed on a long, gradual curve to bypass the urban area.

The proposed alternate that we are looking to build, I would like to describe it just briefly here. Although several options were initially looked at, Alternate C has been found to be the most feasible. As proposed, the roadway will be widened to four 12-foot travel lanes with 11-foot paved shoulders and concrete curb and gutters from the southern end of the project and will continue northward for about 344 feet. Then, the roadway will be widened further to include a 16-foot paved flush median. This median will be used for continuous left turns. This section will continue northward for approximately 2.27 miles. At this point the median will begin to transition from the 16-foot paved lane to a 50-foot wide median. This 50-foot wide median will be grassed except for the inside shoulders. There will be 4-foot shoulder on each side of the new roadways. Typically, the roadway will have four 12-foot driving lanes, a grass median and two 11-foot shoulders, 10-foot paved on the outside and 4-foot paved on the inside.

You are all familiar with the area more so than I am, so I am not going to get into much detail about the areas and the specific locations and I will

try to be brief in my descriptions. We will provide right-turn lanes for northbound traffic at State Road 60 East and for both north and southbound traffic at the State Road 60 and Main Street intersection. On the segment of roadway utilizing the 50-foot median, left turn lanes will be provided at every crossroad crossing of State Road 37. The centerline of the widened roadway will shift from the existing centerline and the direction and the distance of the shift will vary depending on the location.

We are going to close two portions of old State Road 37. This is not included in your handout. But, old State Road 37 just south of the 700 South, we are going to provide a cul-de-sac on that portion of the highway and you will use the 700 South for that portion of the road. Another location at old State Road 37 north of 600 South, we are also going to provide a cul-de-sac at that portion of the roadway and to compensate for that traffic, we are going to make major improvements on County Road 610 South. We are going to direct the traffic for old State Road 37 to 610 South. This gives a 90 degree intersection and it gives room to make the weaving movements required to continue on and across State Road 37.

The existing bridge over the CSX, wonder what that stands for, Railroad will be used for the dual northbound lanes of State Road 37. A companion structure will be built adjacent to the west side of the existing bridge to accommodate the dual southbound lanes. Construction on the existing bridge will consist of concrete deck and barrier railing removal and reconstruction. Like the old bridge, the new structure will consist of 3 spans (60 feet, 72 feet and 60 feet). The minimum vertical clearance of both structures over the railroad will be 21 feet 8 1/4 inches. The new bridge deck will be an 8 inch thick concrete slab. The roadway on the bridge will consist of two 12-foot travel lanes in each direction bordered by 10-foot 8-inch shoulders

and concrete barrier railing. A 16-foot wide median will separate the north and southbound lanes, and a 1-inch open joint will be used to separate the two bridges.

Access to the roadway will be partially controlled. Although access points may be consolidated, all residences and businesses which currently have access to State Road 37 will continue to have access to the new dual-lane facility. The right-of-way will be fenced, except no fences will be constructed across the residential front yards that are bordering on State Road 37. Disturbed lawn areas will be sodded and all other areas throughout will be seeded.

We had some investigation of some noise barriers and we did briefly on that and we found it to be objectionable, because of various reasons. For one, they don't blend with the aesthetics of the over all project. It would require acquisition of additional right-of-way to construct these barriers and would further compound usual impacts and intrusion on individual properties and the breaks of the access. So, we haven't made a final decision, but there will be one made prior to design approval on whether we will construct barriers.

Traffic on State Road 37 will be maintained during construction. However, reconstruction of county roads at intersections with State Road 37 will probably require that these roads be closed to through traffic. The detours will amount to less than 2 miles additional travel distance for through traffic.

We did review other alternates and I want to describe very briefly Alternate A, which is the "Do Nothing" alternate. Under this option no improvements would be made to State Road 37. Although it would result in no cost to the state, there would be no improvement to the facility and therefore

would not satisfy the purpose of this project. However, this alternate will have to remain available until the design plans have been finalized.

Alternate B, which was also discarded, was four-lanes with a 50-foot median throughout. This alternate calls for four 12-foot travel lanes with 11-foot shoulders (10-foot paved) and a 50-foot median for the entire length of the project. The alignment would flip-flop from side to side of the existing pavement to use as much of the existing roadway as possible. However, the clear zone requirements of this project would require that more homes and businesses be acquired for the project than the other alternates, therefore this one was discarded.

I think that ends my description of the project, and as Ms. Breach said, we will be available after for any individual questions that you might have here tonight. Thank you.

Ms. Breach:

Thank you. Art Rhea is going to give a presentation of some of the relocation benefits at this point.

Mr. Rhea:

Thank you Tracy. If this project advances to the right-of-way acquisition stage, the land acquisition process would begin with the abstracting of each parcel to determine the legal owners and identify the exact property boundaries. Final right-of-way engineering and right-of-way plans would then be submitted to the appraisers. Each parcel is inspected and appraised by a qualified appraiser that would be familiar with the property values in the area. It will be also reviewed by an equally qualified appraiser to determine the fair market value. Now the appraiser will offer the owner of the property the opportunity to accompany the appraiser during the inspection. Now, once the amount, the fair market value, has been determined an offer to purchase is

made to the owner in writing. After the offer has been made to purchase, the relocation program would begin with a relocation specialist making a personal call to determine the amount of monies due and to assist in finding new living quarters and business sites. The relocation specialist will explain federal and state programs and policies, inform and assist in programs with banks and lending institutions, real estate brokers, rental agencies and any other financial and social organizations when deemed necessary. Payments are available to displaced businesses and farms. Such payments include reimbursable on an actual reasonable cost or a self move basis, and reimbursement of related moving expenses may include expenses incurred in searching for a replacement site, payment for loss of personal property, insurance, and certain storage costs. An owner of a sign may also be eligible for a replacement site search payment. A payment in lieu of moving expenses are also available to displaced businesses, and this payment is based on the average annual net earnings of the displaced business.

Now the payments that are available to displaced residential occupants, may include moving costs that are reimbursable on either an actual cost bases or according to the schedule that has been determined by the state and the width of a mobile home. Replacement housing payments are available to home owners to compensate for increased costs in purchasing a comparable replacement dwelling, plus certain increased interest and closing costs.

Rental assistance payments are available for tenants to assist in meeting increased costs to rent a comparable replacement housing. Down payment assistant payments are also available to tenants who wish to purchase replacement housing. Owner occupants may be reimbursed for certain increased interest costs provided the mortgage on replacement dwelling bears a higher rate of interest than the mortgage interest rate on the present dwelling. Certain

closing costs are payable to reimburse the owner and tenants who purchase. Actual costs incurred incident to the purchase of a replacement dwelling. Eligibility for replacement housing payments to owners and tenants depends on the length of occupancy in the present dwelling. No person shall be displaced from their residences unless a comparable replacement dwelling is made available. In the event comparable replacement housing is not available, there are last resort housing provisions to satisfy such a need.

In all cases, payments will not be made until the displacee has relocated and has actually purchased and or rented and occupied replacement quarters which meet decent, safe and sanitary standards. Keep in mind that it is the policy of the Indiana Department of Highways that no one shall be required to move from their dwelling unless a satisfactory replacement housing has been provided and has been made available to all affected persons regardless of their race, color, religion, sex or national origin.

When a remainder is left that is considered an uneconomic remnant, then the state would offer to purchase. At such time a displacee indicates that they are dissatisfied with a determination as to the eligibility for payment or with the amount of payment offered under the relocation regulations, they shall be promptly furnished with necessary forms and notified of the procedures to be followed in making an appeal. Any person making an appeal shall be given full opportunity to be heard. As has been mentioned, the most recent survey on this project shows that an estimated 28 dwelling, plus 2 mobile homes affecting 30 families, 14 signs and 5 businesses, plus the Marion Township Volunteer Fire Department, may possibly be involved. Contact has been made with real estate brokers, savings and loans associations and rental agencies and it has been determined that there is adequate housing as well as adequate financing for those persons who would be displaced. Although this

project may be sometime away, it is reasonable to project that the same conditions that exist today will exist at that time.

A central relocation office for the Indiana Department of Highways is maintained in the Jackson Building in Indianapolis, Indiana and the telephone number is (317) 232-5058 and Ms. Norma Wilson is the Relocation Manager. As this project advances any questions concerning relocation may be forwarded to this office.

Now, for tonight's meeting the Land Acquisition division has provided these two brochures. One is "Relocation and You", and the other is "How Land is Purchased for Highways". Both of these brochures are readable, concise, understandable and they do explain briefly some of the benefits that do incur to those persons that might be displaced. As I have previously mentioned, in the case of relocation, a relocation specialist will be in touch with the person to be displaced and an in depth explanation of relocation benefits will be explained to each and every one.

Now, we will remain in the building after the hearing and so if there are any questions concerning land acquisition or relocations, we will be more than glad to entertain those. Thank you.

Ms. Breach:

Thank you Art. This is the point in our program where we open the floor to comments. Our standard procedure is, we start with the local officials and continue on to the persons to have signed the speakers schedule we had located on this table just prior to the beginning of the hearing and then continue on to anyone else in the audience who has a comment. This is a format that we use for the sake of organization, and we will give everyone here who has a comment, who wants to speak the opportunity to do so. I would like to point out that the plans that you see are preliminary design plans. Changes

can be made in them. They are not cast in concrete. We are here to listen to you and find out what you think about it. We are not here to argue, we will not argue. We will try to answer every question that we can. We are basically here to find out what you think about what we are proposing. Now, do we have local officials in the audience here this evening who would like to speak? I think I noticed several when I came in. Please, did somebody raise their hand in the back? Please come to the microphone so that we can record you. They can hear you but the transcriptionist can't and we won't get you on the record. I am sorry. She will go crazy trying to listen to you to get it up loud enough to listen to you. This microphone right here.

Mayor Hancock:

First of all I would like to mention that I am the Mayor of Mitchell, the city of Mitchell not the town of Mitchell. I have been there 21 years.

Ms. Breach:

I am sorry, I apologize.

Mayor Hancock:

I wonder if we could arrange to get a set of plans in Mitchell so people could see them when they come to my office and ask where the road is going, which I don't know. Why couldn't we have a set of plans in the city of Mitchell and so forth like they do in Bedford? (applause)

Ms. Breach:

Can we get a set of plans for him Bob? We have got one here for you and you can take them with you tonight. Sorry we over looked that. Sir, what is your name? I don't know the name of the Mayor of Mitchell, I am sorry.

Mayor Hancock:

Jerry L. Hancock, Sr.

Ms. Breach:

Thank you Mr. Hancock, Mayor Hancock. I am sorry, you know, I have never been to Mitchell. I hate to admit that and I am sorry that I overlooked putting plans there. I won't forget in the future. Do we have another official who would like to speak this evening? Please.

Mayor Williams:

I am John Williams, the Mayor of the city of Bedford and I would like to speak on behalf of the support of the proposed highway and reconstruction and renewing of the 4-lane highway on past Mitchell to Highway 60. I support it and I would urge you to expedite it to be built as quickly as possible.

Ms. Breach:

Thank you Mayor Williams. Do we have any other officials this evening? Please.

Representative Newkirk:

My name is Frank Newkirk and I am the State Representative here. I would like to thank you for expediting the project as you have. Speeding it up is very important to us here. It is a very dangerous stretch as you know from the preliminary studies. The only thing that I would like to add is that I believe that it is important for the Highway Department through its appraisers to make reasonable offers at the very beginning to the property owners. By making unreasonable low offers, I am afraid it would needlessly delay the project. In the same way, I hope that all the homeowners here will be reasonable in their expectations, because we will all suffer it through greed or unreasonable attitude the project is needlessly delayed. Thank you.

Ms. Breach:

Thank you Representative Newkirk. Do we have another official here this evening? Okay. Then we will continue with our speakers' schedule. We only

had one speaker who signed our speakers' schedule this evening and that was Don Casna. Mr. Casna.

Ms. Casna:

I hope everyone can hear me, can you?

Ms. Breach:

Mr. Casna, you can unclip that microphone so that you don't have to bend over to speak. Right up at the top. Steve will get it for you. That will make it easier for you.

Mr. Casna:

I have a few pet peeves that I would like to talk about. First of all; I am interested in built-in safety in highway 37. That has been that since the inception of relocation of Highway 37 of my thinking. Rather than take the average that we have for the 9100 traffic count for 1986. Lets use the traffic count of 1987.

I am from Mitchell, Indiana and I am proud of being from Mitchell. All those people there are dear to me. But one thing that I have in common, I don't like accidents. We need a cloverleaf in Mitchell using a natural terrain that is available for the people that are crossing from Highway 60 going to downtown Mitchell and also for the people that are going from downtown Mitchell out Highway 60.

The traffic count from, we will refer to it as South 60 and North 60. The combination traffic count on north and southbound there is 11,385 cars in a 24 hour period. Not only cars in this count, there are trucks, many trucks. We have Lehigh (sic) Portland Cement on our east that are expanding and have been expanding every day for the last few years. They have to have rough material coming from the west which constitutes the only way it can get there is by truck traffic. I have seen myself and can perfectly visuallize 12

and 14 trucks at a time tied up at the stop light at Highway 60 and 37. Now we are going to build a 4-lane highway. Sometime in that round trip those trucks are going to cross a 4-lane highway. Four lanes of traffic, not two lanes. A stop light is normally set up for a maximum length of 25 seconds in the State of Indiana. They tell me this afternoon that we are going to have one stop light. Main Street and Highway 37. We are not going to have a stop light at South Highway 37 and 60. Those trucks have got to cross there of their own free will. The number one thing that we have heard about and talked about and read about is conserving energy. Fuel consumption. When we get that many trucks from the increased volume of traffic not only hauling the raw materials to Lehigh (sic) but hauling the raw materials away from Lehigh (sic) and the expansion of an industrial park in Mitchell and the traffic stop light operates only 25 seconds and they have got to cross a 4-lane highway. What are we talking about? Lets look at it 10 years in the future down the road. How many dollars are we wasting? How much energy are we wasting? We all know the cheapest way to build anything is to build it at an inception that we can foresee the future. We project it here in this article tonight for the year of 2006 or 2005, I don't recall exactly what it was, but lets just go 5 years down the road. We are building a 4-lane highway to increase the flow of traffic. When we get that 4-lane highway built we are going to have a lot of traffic because it is going on to Highway 64 down there south. That is what it is for. Those people from the county line that I have referred to over and over again from the Lawrence County line to Highway 64 down there, they are in the dark ages. They need a highway too. But, when we improve this section of highway it is going to make it more easy for those people to go south and we are going to have more traffic, a larger volume of traffic. So, for the safety of my people, my family especially, I don't like for one of those to be

hurt and I don't like for one of those to be injured. We have a natural terrain in Mitchell, Indiana which I happen to own. Some of you say it is for my own personal gain, but I say that it isn't. I will make this statement tonight, for those of you who think it is, I will furnish the right-of-way for the cloverleaf if the State of Indiana will install it for the people to get in and out of Mitchell.

Now for the private industry we are going to have to use on this clover leaf, we are going to have to use part of old State Road 37. I can see those people now belly-aching because they say it is going to make truck traffic along my house. I have a description that I will turn into the State Highway, which I had done before when Mr. Fancher was here, but evidently he is no longer with us any more. He was more interested in one thing and that was his personal gain. He was padding the books. What I said to Mr. Fancher didn't reach Mr. Isenbarger as far as my knowledge is known, and I think all of you people will know what I am taking about, because he is no longer with the State Department. But what I am saying here tonight, for that 11,385 for the 1987 figures of the traffic between highway South 60 and North 60, I want a cloverleaf.

Now in the design of this road also I am very partial to a sinkhole, which is owned by Carpenter Body Works. I see where the State of Indiana has deleted from purchasing that sinkhole. I as one was blamed at one time for putting water into the city of Mitchell. Several articles in the paper appeared and even the city of Mitchell even sued me, to no avail. I had no, I will rephrase that. The interest that I have in that sinkhole, because part of the property that I own goes into this sinkhole, the drainage does. Not only that, but it is an underground cavern. If the State of Indiana is going to use curbs on this four-lane road, from north of Carpenter Body Works down past

the junction of 60 and they are going to put drainage systems in to where the water will flow readily and quickly towards this sinkhole. This sinkhole will accommodate approximately a three inch rain fall within a 6 to an 8 hour period. At that point we have a three to four acre lake.

Now, they turn the pumps on and they can pump it out into the drainage of the city of Mitchell, but when this rain falls quick or whenever we get drainage off of this 4-lane highway into this sinkhole, immediately they can't pump it out quick enough because the drains of of the city of Mitchell can't handle it. Consequently it is going to overflow to the east and people are going to be mad again. So lets stop all of these things before it starts. We know that the only way to slow down water is thru vegetation. Coming from the sky we can't help that, when it comes it comes. But we don't want to create a problem and this is what we are doing by curbs and gutters and culverts. So, my recommendation is to the State of Indiana if they don't want, if they are going to use a sinkhole that Carpenter's own, let the State of Indiana buy that sinkhole and maintain it, don't put it on an individual corporation.

I am going to submit a plan to you for my cloverleaf. I have submitted it before and I hope that some of you have it. I don't want to talk too long, I can talk a long time. But just remember if we don't get a cloverleaf in Mitchell to handle the traffic going east and west on a major highway across 37. All of you have seen out here on west 16th Street and 37. How many people have been killed there? How many people have been killed at Oolitic. We spent 550 thousand dollars for a stop light right out here at 5th Street and got a "T" intersection. A "T" intersection and not cross traffic. They are expanding at Fayetteville stone quarries. Try to follow one of those trucks and be the third in line going down 450 and 58 and see how far and how fast you get across. Am I still on?

Ms. Breach:

Yes, we are trying to monitor you, we are getting some feedback.

Mr. Casna:

Remember, the stop lights are only 25 seconds. We get hot when we have to wait too long and we have got to cross two lanes. Thank you. (applause)

Ms. Breach:

Thank you Mr. Casna. That concludes the speakers' schedule. If you would like to speak at this time, please raise your hand and come to the microphone. We will need for you to state your name for the record. Does anyone have any other comments or questions right now? Okay. I would like to remind you that this isn't your only opportunity to speak or to go on the records. You do have the comments sheets and you will have to September 30 to submit them to us and they will be just as if you have gotten up and spoken here tonight. They will appear on the record and in the transcript they will be addressed exactly the same way. Again, if you know of someone who couldn't come, please take them some information and take them a comment sheet. We would like to hear from them too. Just because they were unavailable here tonight doesn't mean that they have lost their chance to speak.

Also, we have those other brochures up here. Relocation and You, Planning and Construction of a State Highway, How Land is Purchased for Highways. Please help yourself to everything and anything up here on the table and the brochures and handouts that you see. Ma'am, would you like to speak? Please come to the microphone.

Mrs. Bryant:

I just have a question.

Ms. Breach:

Can I have your name please for the transcript?

Mrs. Bryant:

Helen Bryant.

Ms. Breach:

Browning?

Mrs. Bryant:

Bryant, B-r-y-a-n-t.

Ms. Breach:

Bryant, okay Mrs. Bryant.

Mrs. Bryant:

My question is, is the State sending appraisers around?

Ms. Breach:

Not at this point. They will be sending qualified appraisers, and by that I mean there will be appraisers who are familiar with the land values in this area.

Mrs. Bryant:

Then why did I have a guy come to my house and state to me that he was an appraiser for the State and was looking my property over.

Ms. Breach:

For State Road 37?

Mrs. Bryant:

That is right.

Mr. Rhea:

The State has not gotten into the acquisition phase of this project yet. I don't know who that was that came by your house, but as I state in my presentation, that when this project goes into the land acquisition stage that an appraiser will call the property owners, will telephone them to set up an appointment so that they can inspect your property. They will just not come

in and knock on the door, they will give a telephone call to you and decide on a convenient day that they can inspect the property. At that time, as I said, by law you are allowed to accompany the appraiser as he makes his inspection. So, no the State does not have appraisers out as yet for the project.

Mrs. Bryant:

This guy stated that he was the State Appraiser and that he had been out there sneaking around, the way I look at it, on my property before and then he comes to my door on this particular day and knocks and tells me that he is a State Appraiser. Before he left he let me know he had been there before sneaking around.

Ms. Breach:

Ma'am, did he give you a business card or any kind of identification or something that I can trace when I get back to Indianapolis?

Mrs. Bryant:

No he did not, but he had maps of every thing.

Ms. Breach:

Well, do you remember his name?

Mrs. Bryant:

No. All I can tell you is that he is a fast talker.

Ms. Breach:

The maps are a matter of public record. Anybody can get a copy of them.

Mr. Rhea:

What I might suggest is that you might call the Chief of Land Acquisition Division, who is Mr. John Brossart, and see if not maybe someone was there on a field check, you know, it could have been. But they should have shown some identification that they were representing the State. So if you would call

Indianapolis and just to verify whether or not. I would suggest to everyone of you that if anyone comes to your home representing the state, that we do carry identification cards and we do have business cards. So, if you do have any question that you might ask to see some identification.

Mrs. Bryant:

How are we going to know if the identification is for real or phony?

Mr. Rhea:

Our identification cards, we do have a photo of the card carrier, the I.D. Card. There is a photo.

Ms. Breach:

Mrs. Bryant if you would like to write that information down for me tonight, what he said to you, I will also go back and check and see if someone was out there for anything. I will do whatever I can to find out.

Mrs. Bryant:

Okay, thank you.

Ms. Breach:

Please, sir.

Mr. Sochia:

My name is Gary Sochia.

Ms. Breach:

Gary, pardon me, can you spell that?

Mr. Sochia:

S-O-C-H-I-A.

Ms. Breach:

Thank you.

Mr. Sochia:

I just wanted to say, like this lady, the people kind of want to watch a

little bit because I had two people come to my house. It was on a Saturday early in the morning and they said they were from the State Highway and of course I was about half a sleep. It was around 7:30 in the morning and they wanted to know where my sewer lines ran. Well, I showed them and I stayed right there with them and I think they were just casing places and I think that people should be aware. We did get a hold of the local law and we also contacted the highway department and they didn't have anybody out and neither did the town. They came in a brown and kind of tanish van. So, just that people be aware that people may use this as a way of just casing people's places out. We are new in the area, you know. Thank you.

Ms. Breach:

I cannot emphasize enough, ask for I.D. Make sure you see it. You know you hear about it all the time and people tell you this, but make sure you get the I.D. and make sure you get a name written down and a business card and a phone number of the central office that they can be reached at. Because that is our way of verifying that these people do work for us. You know, if you call me I need to have a name. We will leave out a business card and an I.D. so you can see it. Also, we have different business cards now then the ones that Steve and I have, they made prettier designs since we got ours printed. But, we will leave out a copy of what the I.D. looks like so everybody can look at it and you will know if it is official or not. Okay. It is going to be up here on this table so everybody can look at it. Dick, would you like to add something to this?

Mr. VanCleave:

It is possible if it is during week days, now I don't know about weekends, I don't think many State people are working on weekends except on construction or something of that nature, but there could have been some

preliminary appraisals or property values that are not the final appraisals by any means they are just a preliminary appraisals. That might have been, the lady previously, it might have been one of our appraisers that just comes out and just looks at them initially to get a rough cost so that we would have some idea of what funds we would have to invest in the project. That could possible be, I don't know whether it was, but that might of possibly been who it was. I don't know about the Saturday, it may have been somebody else, of course.

Ms. Breach:

Well, be sure you get that name and that identification, because that will help us. We do have procedures that they have to follow even to do that and if they are not following them we need to know. Okay. Do we have other comments at this time? Okay, if there are no further comments, thank you very much Mr. Sochia for you warning and Mrs. Bryant for bring that to our attention. We will be glad to look into it. We will stay here this evening as long as necessary to talk to everybody that has a question and try to help you out. Please feel free to come on up and look at the displays and look at the design study report and the environmental that we have here and the I.D. so you can make sure you know what it looks like. We are going to go a head and run the video while we are hanging around and we also have an hour long video that is just an aerial view of the project and we will be running that. Also, if you want to look at an aerial view of what your property looks like. Thank you very---Mr. Cassna?

Mr. Cassna:

Sorry, but when I don't look at my notes I forget a lot of things. We have approximately 150 people here in the room tonight. If there is anyone here in this room that is not in favor of a cloverleaf for the city of

Mitchell, would they please raise their hand? Then you take back 150 people that are interested in a Cloverleaf to Mr. Isenbarger and tell him that there are 150 people here tonight that are in favor of a cloverleaf for the city of Mitchell. Thank you.

Ms. Breach:

Thank you Mr. Sachia. This meeting is adjourned. Please folks drive careful going home and thanks for coming out.

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

September 15, 1988

Dear Citizen:

Welcome to the Indiana Department of Highways (IDOH) design hearing on the proposed widening of SR 37 between CR 1000 South in Mitchell and U.S. 50 in Bedford. The entire 7.17 mile project is located in Lawrence County.

The purpose of this public hearing is to explain the project to interested persons and receive their comments on it. There are several ways that your comments can be presented.

- 1) They can be presented orally during the public hearing. You may do this by signing up on the speakers' schedule located on the table with the hand-out material. Or simply raise your hand after the list of speakers has been completed.
- 2) They may be handed in on one of the comment sheets we have provided. These are also on the table with the brochures.
- 3) They may be mailed to us during the next two weeks. All written comments received by September 30, 1988 will be included in the transcript just as if the concerns had been mentioned here tonight. The comment sheets are also self-addressed tri-fold mailers and may be sent to us by putting a stamp on the outside and dropping it in the mail.

All comments we receive will be investigated and answered in the final design study report.

The plans, design study report and environmental documents have been available for your review at the following locations:

- 1) IDOH Public Hearings Office, Room 1105, Indiana State Office Building, 100 North Senate Avenue, Indianapolis, Indiana 46204-2249.
- 2) Mayor's Office, 1102 16th Street, Bedford, Indiana 47421.
- 3) Road Development Office, Indiana Department Of Highways District, Vincennes, Indiana 47591.

That information, along with the verbatim transcript of the public hearing when it is completed, will remain available for review until the final design study report is approved or the project withdrawn.

Thank you for your participation in this public hearing. A decision on the future of this project will be made soon and advertised in the legal section of your local newspapers.

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Isenbarger". The signature is fluid and cursive, with a large initial "J" and "I".

John P. Isenbarger
Director

AGENDA

- I. Meeting called to order - Teresa Parker-Breach
 - a. Introduction of the hearing panel
 - b. Explanation of public hearing purpose and process
 - c. Project History
 - d. Opportunity for early comment

- II. Description of the project - Beam, Longest and Neff, Inc.
 - a. Description of the project
 - b. Need for project
 - c. Sociological/Environmental/Economic effects

- III. Land Acquisition - Arthur Rhea

- IV. Open Forum For Comment or Question - Teresa Parker-Breach
 - a. Elected officials
 - b. Speakers' schedule
 - c. Anyone else who would like to comment

- V. Closing remarks - Teresa Parker-Breach

PROJECT DESCRIPTION AND PURPOSE

The proposed widening of SR 37 begins at CR 1000 South in the town of Mitchell and continues northward for approximately 7.17 miles to U.S. 50 west, just south of the city of Bedford.

The purpose of this project is to provide a modern highway that will efficiently and safely serve the transportation needs of south-central Indiana.

NEED

Built in the early 1950's, this highway has had steadily increasing problems handling traffic. As the population of Lawrence County grew, so did the number of vehicles trying to use SR 37. This has generated safety problems and congestion, resulting in an increase in accidents, decreased transportation efficiency and a general adverse impact on the economic growth of the area. The existing roadway is insufficient to carry both current and projected volumes of traffic. The majority of the roadway consists of two 11-foot travel lanes bordered by deteriorating 4 to 6-foot shoulders composed of deteriorated bituminous material and stone.

In 1986 the Average Daily Traffic (ADT) on the section of SR 37 was 9,100 vehicles per day. That figure is anticipated to increase to 12,586 vehicles per day by the year 2006. Additionally, the 1984 Environmental Assessment indicates that the sufficiency rating of the project was only 48 - 52 out of a possible score of 100. This low rating is attributable to capacity deficiencies. The highway is simply not capable of handling the amount of traffic using it.

HISTORY

Existing SR 37 was designed and built in the late 1940's and early 1950's. Much of new SR 37 in this area was constructed on the alignment of old SR 37. However, a great deal of attention was given to improving the sight-distance problems experienced on the old highway by straightening the new road as much as possible. One portion of the roadway ran through the town of Mitchell. New SR 37 was constructed on a long, gradual curve to bypass the urban area.

On February 2, 1984, a public information meeting was held in Mitchell High School. A corridor public hearing was held subsequently on November 29, 1984, also in Mitchell, Indiana. The final environmental document was approved on April 11, 1985. Although originally funded with a combination of Federal and State funds, this project was changed to 100% state funds and was placed on the Accelerated Construction Effort (ACE) list in 1988. Development is expected to be complete in 1991. The project will then be eligible for competitive bid by contractors.

PROPOSED ALTERNATE

Although several options initially were looked at, Alternate C has been found to be the most feasible. As proposed, the roadway will be widened to four 12-foot travel lanes with 11-foot paved shoulders and concrete curb and gutters from the southern end of the project and will continue northward for about 344

feet. Then, the roadway will be widened further to include a 16-foot wide flat paved median. This section will continue northward for about 2.27 miles. At this point the median will begin to transition from the 16-foot paved lane to a 50-foot wide grass strip. Typically, the roadway will have four 12-foot driving lanes, a 50-foot grass median and two 11-foot shoulders (10-foot paved.)

Right-turn lanes will be provided for northbound traffic at SR 60 East and for both north and southbound traffic at the SR 60/Main Street intersection. On the segment of roadway utilizing the 50-foot grass median, left turn lanes will be provided at every crossroad crossing of SR 37. The centerline of the widened roadway will shift from the existing centerline. The direction and the distance of the shift will vary.

The existing bridge over the CSX Railroad will be used for the dual northbound lanes of SR 37. A companion structure will be built adjacent to the west side of the existing bridge to accommodate the dual southbound lanes. Construction on the existing bridge will consist of concrete deck and barrier railing removal and reconstruction. Like the old bridge, the new structure will consist of 3 spans (60', 72', 60'). The minimum vertical clearance of both structures over the railroad will be 21 feet 8 1/4 inches. The new bridge deck will be an 8 inch thick concrete slab. The roadway will consist of two 12-foot travel lanes in each direction bordered by 10-foot 8 inch shoulders and concrete barrier railing. A 16-foot wide median will separate the north and southbound lanes. A 1 inch open joint will be used to separate the companion bridges.

Access to the roadway will be partially controlled. Although access points may be consolidated, all residences and businesses which currently have access to SR 37 will continue to have access to the new dual-lane facility. The right-of-way will be fenced. However, no fences will be constructed across residential front yards. Disturbed lawn areas will be sodded and all other areas will be seeded.

This project is totally state funded. If the preferred alternate is selected, the estimated project costs are:

	<u>1988</u>	<u>1993</u>
Construction:	\$ 7,600,000	\$ 9,500,000
Preliminary Engineering:	676,520	676,520
Right-Of-Way:	2,500,000	2,500,000
Relocation:	<u>260,000</u>	<u>260,000</u>
Total	\$11,036,520	\$12,936,520

DETOURS

Traffic on SR 37 will be maintained during construction. However, reconstruction of county roads at intersections with SR 37 will probably require that these roads be closed to through traffic. The detours will amount to less than 2 miles additional travel distance for through traffic.

OTHER ALTERNATES

Alternate A: "Do Nothing." Under this option no improvements would be made to SR 37. Although it would result in no cost to the state, there would be no improvement to the facility and therefore would not satisfy the purpose of the project. However, this alternate will remain available until the design plans have been finalized.

Alternate B: Four-lanes with a 50-foot grass median. This alternative calls for four 12-foot travel lanes with 11-foot shoulders (10-foot paved) and a 50-foot grass median for the entire length of the project. The alignment would flip-flop from side to side of the existing pavement to use as much of the existing roadway as possible. However, the clear zone requirements of this project would require that more homes and businesses be acquired for the project under this alternate. Therefore, it was discarded.

RIGHT-OF-WAY AND LAND ACQUISITION

The right-of-way on the preferred alternate varies from 125 to 365 feet in width. To accommodate this, approximately 91.5 acres of new permanent right-of-way will have to be acquired. The current uses of this land are as follows: 33.86 acres are residential; 12.31 acres are light industrial and commercial, 35.85 acres are agricultural, 8.24 acres are wooded and "old field" and 1.25 acres are from institutional land (Marion Township Fire Station.)

Approximately 28 residences, four businesses, two trailers, the Marion Township Volunteer Fire Department, ten garages and sheds, and 14 signs may need to be acquired. Relocation benefits may be available to residents. Brochures on the relocation and the land acquisition processes have been provided.

About 3.2 acres of temporary right-of-way will also be necessary for drive construction, building removal, and slope grading. However, this right-of-way will be returned to the present owner after construction is completed.

RECEIVED
DURING
THE
PUBLIC HEARING

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Dick C. Verheul
Carpenter Body Works, Inc.
1500 West Main Street
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Verheul:

Thank you for your letter concerning the widening of State Road 37. The proposed project has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

A handwritten signature in cursive script that reads "Stephen L. Catron".

Stephen L. Catron
Hearings Examiner

SLC:k1m

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Steven L. Robertson
Route 2, Box 538A
Springville, Indiana 47462

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Robertson:

Thank you for your letter concerning the widening of State Road 37. The proposed project has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

A handwritten signature in cursive script that reads "Stephen L. Catron".

Stephen L. Catron
Hearings Examiner

SLC:k1m

RECEIVED

AFTER

THE

PUBLIC HEARING

Public Hearing Officer;

According to the maps, the highway will be taking our place.

In the Bedford paper, it listed all businesses that would be affected.

We are a business but was not listed in paper. We are Terry's Small Engine located at junction of 37 & 60 east.

What we would like to know, will we be affected.

Our home sits in front of the business.

I talked to a highway official approx. 2 month ago, & he said we would go.

If all possible, let us know something.

Thank you for your time.

Mr. & Mrs. ~~Robert~~ L. Terry

RR # 2 Box 202

Mitchell, Indiana 47446

DBA Terry's Small Engine

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Mr. and Mrs. Ronald L. Terry
Route 2, Box 202
Mitchell, Indiana 47446

Re: SR 37 Widening from Bedford to
Mitchell in Lawrence County.

Dear Mr. and Mrs. Terry:

Thank you for your letter concerning the proposed project. The widening of SR 37 has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

The proposed plans show your property will be affected. If this project moves forward your place of business and home will have to be located. At that time you will be contacted by phone to set up an appointment with the Division of Land Acquisition. Enclosed are brochures that might help you in preparing questions that you might want answered.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

Enclosures

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

October 5, 1988

Life Care Affiliates
3580 Keith Street NW
P.O. Box 3480
Cleveland, Tennessee 37320

Attn: Charles E. Jabaley

Re: Request to Purchase Right-of-Way in
Mitchell, Indiana

Dear Mr. Jabaley:

We have received your inquiry concerning the Right-of-Way you are interested in acquiring and have forwarded it to the Vincennes District Engineer's Office for further investigation. After completion of the investigation by the District Office, we will contact you again.

The sale of excess Right-of-Way must also be approved by our Divisions of Program Development and Design after it is declared surplus by the District Engineer.

Thank you for your interest in this matter. Feel free to contact this office if you have further questions.

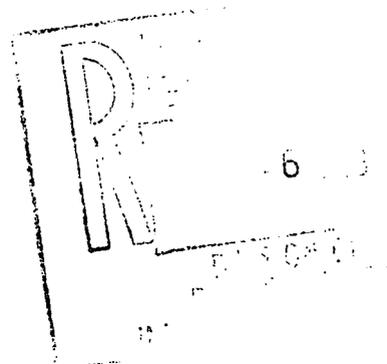
Respectfully,

Darleen Himmelheber, Supervisor
Property Management Unit

For: John W. Brossart, Chief
Division of Land Acquisition

DMH:lc

cc: Tracy Breach
 Aden Carr



Life Care
A F F I L I A T E S

3580 Keith Street N.W./P.O. Box 3480/Cleveland, Tennessee 37320-3480/Telephone (615) 479-5411/Telecopier (615) 478-1688

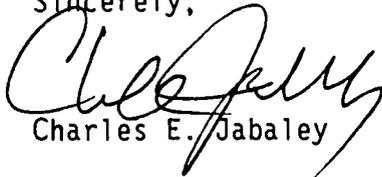
September 26, 1988

Mr. John W. Brossart, Chief
Division of Land Acquisition
Indiana Department of Highways
100 North Senate Avenue
Division of Land Acquisition - Jackson Building
Indianapolis, Indiana 46204-2249

Dear Mr. Brossart:

Enclosed is a comment submitted in connection with the proposed widening of Highway 37 in Mitchell, Indiana. At the hearing, representatives of the State suggested the written comment be submitted and also suggested a letter to you requesting abandonment of a portion of the existing right-of-way. I have enclosed a copy of the plans which show the portion of the highway adjacent to our property and which indicate the portions of our property which may encroach upon the right-of-way. Because everyone seemed to think the existing right-of-way was more than adequate, they did not think abandonment of a portion of the right-of-way to us would be a problem. I would appreciate your suggestions or comments.

Sincerely,


Charles E. Jabaley

kbd

Enclosure

cc: Mr. Forrest L. Preston
Mr. David J. Gooch
Mr. Dick Wager
Mr. Bill McNiff

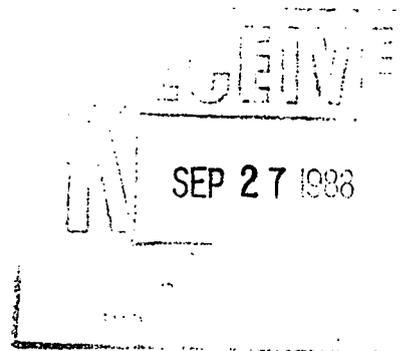


EXHIBIT "A"

This comment is submitted in connection with the design hearing by the Indiana Department of Highways on the proposed widening of SR-37 between CR-1000 South in Mitchell and US-50 in Bedford. Mitchell Medical Investors, Ltd. ("Mitchell") owns a nursing home adjacent to the right-of-way of SR-37. While reviewing the plans for the proposed highway, Mitchell learned that, based upon the plans for the new highway, the access drive to the nursing home, a portion of the nursing home parking lot and a few feet of a recent addition to the nursing home, may be located on the existing right-of-way for SR-37. When Mitchell acquired this property in 1985, it obtained a survey and title insurance policy which does not disclose the right-of-way. Mitchell is continuing to investigate the possibility no problem exists, but is submitting this comment based on the assumption the highway plans are correct.

At the hearing, representatives of Mitchell spoke with Frank Newkirk, Tracy Breach and Robert D. Fisher. Mitchell would like to formally request an investigation of the potential problems disclosed by the plan and to determine whether it is feasible for the right-of-way to be abandoned to Mitchell because the encroachments by the drives have existed for a number of years and, based upon the discussions at the hearing, the right-of-way is not necessary for either the existing highway or the proposed new highway. Also, the property immediately to the north of Mitchell's property has right-of-way substantially less than the existing right-of-way which is adjacent to the Mitchell property. Apparently, these variations resulted from the way the property was acquired when the original road was constructed. However, the difference in the amount of right-of-way, which is substantial, justifies Mitchell's position that the right-of-way adjacent to its property is excess, and could be abandoned without any harm to the State.

In addition to questions concerning the right-of-way, Mitchell would like to request that no fence be built along the portion of the right-of-way which adjoins its property. Like many businesses, Mitchell caters to the public and, particularly because of the emotions involved in entering a nursing home, Mitchell promotes a sense of openness and freedom, both to attract residents and to satisfy their needs once they are admitted. To achieve that goal, Mitchell invests substantial time and money in keeping its physical assets in first class condition, including the grounds around its facilities. To foster a feeling of welcomeness and to make it more practical for Mitchell to maintain the grounds around its nursing home, it would like to request that no fence be constructed adjacent to its property.

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Life Care Affiliates
ATTN: Charles E. Jabaley
3580 Keith Street NW
P.O. Box 3480
Cleveland, Tennessee 37320

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Jabaley:

We have received a copy of your letter concerning the proposed widening of State Road 37. The proposed project has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

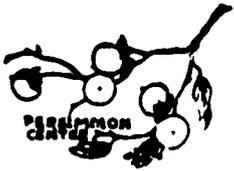
We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

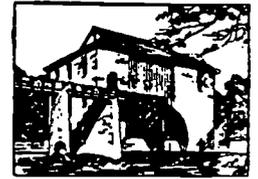


Home of
Persimmon Festival

CITY OF MITCHELL

PHONE 849-2151

MITCHELL, INDIANA 47446



Home of
Spring Mill State Park

September 30, 1988

Indiana Department of Highways
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Gentlemen:

As Mayor of the City of Mitchell, Indiana, I have had an opportunity to review the plans of the Hwy. 37 project which passes on the west side of our city.

After a review of these plans I have several items that I believe should be considered by you at this time.

At the present time, the City of Mitchell is negotiating with various people for an industrial development on certain property held in the name of Wesley Wason and Julie Favorite which lies in substantial part just to the north of the city limits of Mitchell, Indiana.

I would specifically ask the State Highway to consider developing the road with the center cross over lane going to the north edge of that property.

We believe that this property may very well offer the area of growth for the City of Mitchell and we believe that this cross over lane could be placed there at the present time and would help for the future growth and safety of the City of Mitchell.

Secondly, with regard to a large cut which is anticipated on Hwy. 37 near the junction with Hancock Avenue to the east and County Road 850 S to the west, I would suggest an overpass system instead of the cuts which are now anticipated.

I believe that the overpass would not be extremely expensive given that number of parcels that will have to be bought under the present plans and the excavation in rock that will have to be done. This would allow for the area to be much safer. This is specifically important when you recognize that a school is only one block to the east of this intersection and there are a large

MOVE TO MITCHELL... A PROGRESSIVE CITY

of number of school buses traveling this area everyday.

The third issue involves a company which I own personally and these comments are personal in nature. At the present time there are driveways both to the north and south of the present office of Hancock Construction and also one at the north of the office complex which enters into an area in which we are getting ready to build a substantial new building.

I would greatly appreciate it if the new driveways could be of the same size and type as we presently use. At the present time we have over 25 semi-trucks using the entrances and exits daily and also a large amount of heavy equipment goes in and out of this area. We believe that these are needed for the safety of the people traveling on Hwy. 37 as well the employees of Hancock Construction Co. and Hancock Construction Co. Inc.

These driveways will become even more important because as the new building is constructed we are adding new employees and I am concerned about their personal safety in entering and leaving the premises.

If you have any questions at all, please don't hesitate to contact me.

Sincerely,



Jerry L. Hancock
Mayor, City of Mitchell

CWB/dmf

SENT CERTIFIED MAIL/RETURN RECEIPT REQUESTED

4 11 13

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

The Honorable Jerry L. Hancock
Mayor of Mitchell
11th and Oak Street
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mayor Hancock:

Thank you for your letter concerning the widening of State Road 37 in Mitchell. The proposed project has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

A handwritten signature in cursive script that reads "Stephen L. Catron".

Stephen L. Catron
Hearings Examiner

SLC:klm

INDIANA DEPARTMENT OF HIGHWAYS

1101 State Office Building

100 N. Senate Avenue

Indianapolis, Indiana 46204

in regard to new state Rd. 37 south of Bedford.
We welcome your comments: *Due to the danger of making U-turn*
to enter our drive from the south & exit our drive to
go north, I would appreciate very much if we
had a cross-over for our drive-way. It would also
benefit the drive directly across from me.

If you desire a reply please fill out below.

Thank you.

Ronnie D. Cobb

NAME

RR 11 Box 255

STREET ADDRESS

Bedford

IN.

47421

CITY

STATE

ZIP CODE

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Ronnie D. Cobb
Route 11, Box 255
Bedford, Indiana 47421

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Cobb:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

BURTON & HICKMAN

ATTORNEYS AT LAW
301 STONE CITY BANK BLDG.
BEDFORD, INDIANA 47421

CHRISTOPHER W. BURTON

TELEPHONE (812) 275-3326
FAX: (812) 275-0747

DONALD J. HICKMAN

September 28, 1988

Indiana Department of Highways
100 North Senate Avenue
Indianapolis, IN 46204-2249

RE: Project #ST-095-3
For Robert J. Burton

Dear Gentlemen:

I am writing on behalf of my father, Robert J. Burton, with regard to the above highway project.

In reviewing this project, we have two areas of concern which we believe needs to be addressed by the Department of Highways. Initially, my father owns the real estate on the southwest corner of Hwy. 37 and 60 West which consists of land being developed as well as a Druther's Restaurant at this time. In the plans as presented, we understand that there would be no access to our property from Hwy. 37.

In reviewing the result of these plans, we believe that this will dramatically to our detriment effect the value and the future use of our land. We are specifically requesting that the plans be modified to replace and allow for two driveways onto our property from Hwy. 37 north of the present Druther's Restaurant Property.

A second issue involves a home owned by my father which sets approximately 50 feet south of the intersection of Hwy. 37 and Hwy. 60 East. In the present drawings there has been a dramatic modification of the driveway which would allow for a temporary right-of-way to construct a driveway which would in cut in front of the house and would not allow direct straight access to the highway straight lined from the garage of the home. We believe that this is unnecessary and will have a significant impact on the value of the home. We are specifically asking that the driveway be left as is to go straight from the garage onto Hwy. 37.

We would ask that these concerns be placed in the transcript and that every effort be made to accommodate these reasonable requests. We understand and support the widening of Hwy. 37 and

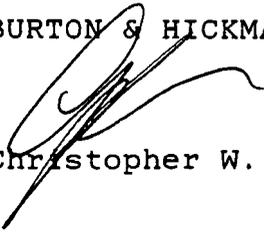
Indiana Department of Highways
September 28, 1988

Page 2

we believe that the modifications and requests which we have made will not unduly impact the planning or construction and will allow us not to suffer significant economic hardship which would ultimately have to be borne by the State of Indiana.

Sincerely,

BURTON & HICKMAN



Christopher W. Burton.

CWB/tm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Christopher W. Burton
Burton & Hickman
Attorneys At Law
301 Stone City Bank Building
Bedford, Indiana 47421

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Burton:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm



Corporate Office:
8126 Castleton Rd.
Indianapolis, IN 46250
1-317-849-5832

Offices:
Springfield, Illinois
Charleston, West Virginia

Beam, Longest and Neff, Inc.

Consulting Engineers

September 28, 1988

Mrs. Teresa D. Parker-Breach
Hearings Examiner - Public Hearings
Division of Public Affairs
Indiana Department of Highways
100 North Senate Avenue Room 1105
Indianapolis, Indiana 46204-2249

Re: Project No. ST-095-3()
S.R. 37: County Road 100 South
to U.S. 50 (West)
Lawrence County, Indiana

Dear Mrs. Parker-Breach:

Enclosed please find a copy of a letter which we received on September 27, 1988 for the referenced project from Applacres, Inc. in Bedford. Please include this letter in the formal public testimony/public hearing transcript to be prepared for the referenced project. This letter will be addressed in the Final Design Study Report.

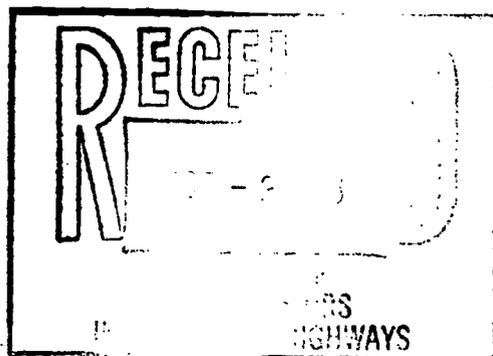
Thank you for your cooperation in matters of mutual interest.

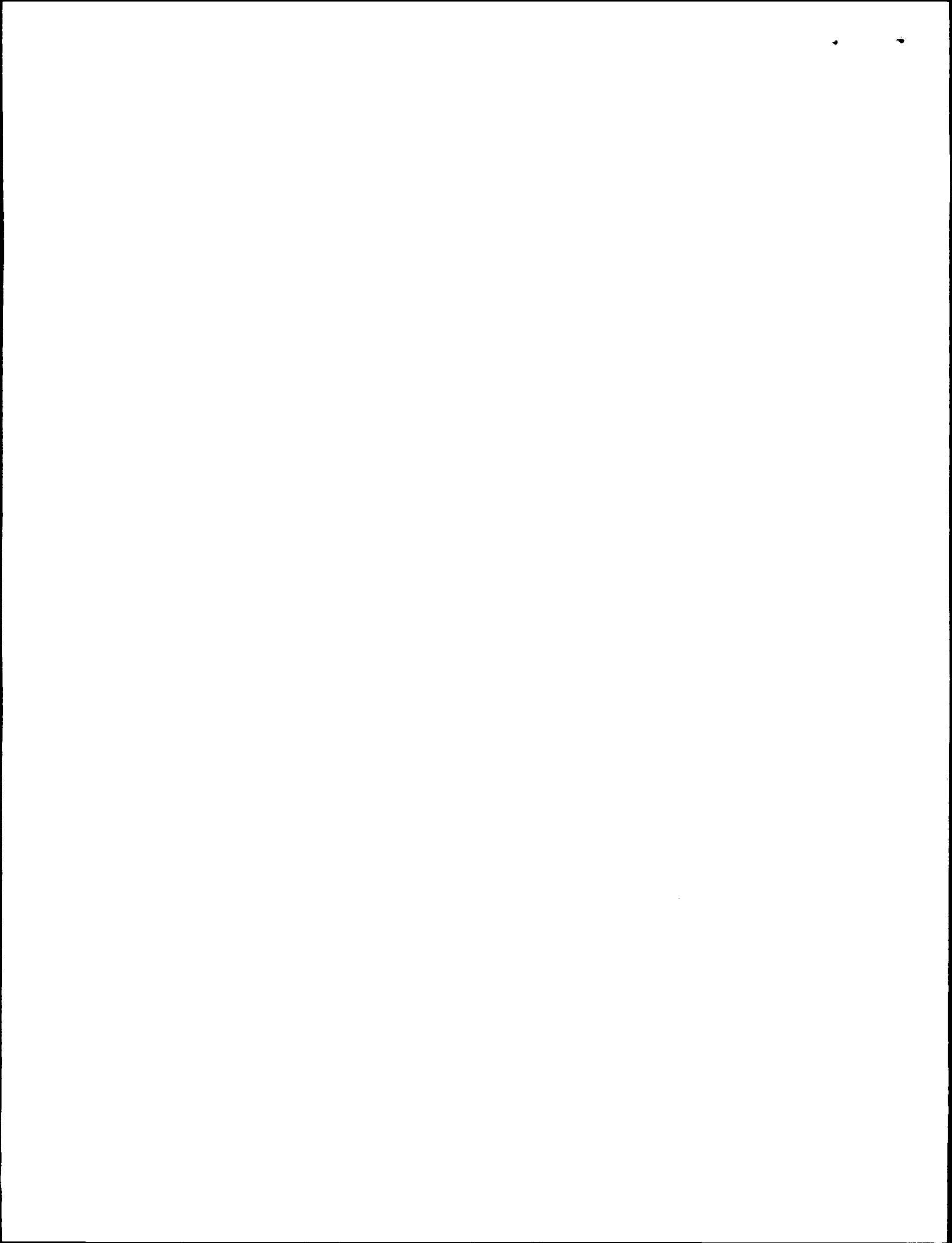
Very truly yours,

BEAM, LONGEST & NEFF, INC.

Jeffrey A. Vlach

JAV/sh
Enclosure
xc: File





APPLACRES, Inc.

R. R. 11, Box 288A • Bedford, Indiana 47421 • Phone 812-279-9721

DAVID BYERS, General Manager

ORCHARD SALES • 3 Miles South of Bedford on Highway 37

September 24, 1988

Indiana Department of Highways
100 North Senate Avenue
Room 1101, State Office Building
Indianapolis, Indiana 46204

Dear Sir:

I'm writing in regard to Indiana project ST-095-3, proposed widening of S.R. 37 from Mitchell to U.S. 50 south of Bedford. The map on display at the public hearing on September 15, 1988 in Bedford showed a detailed proposed cross over and driveway entrance for Applacres. There are times during the summer and fall when a lot of traffic is entering and leaving our business. To help get this traffic off and on the highway and in and out of our parking area, I would like to make two suggestions:

1. It is important that customer's cars, campers with boats, and large tractor-trailers can go around the back of our market and exit by the south entrance as they do now. This saves vehicles from having to turn around in our parking area. We own the residence south of our market and you have an entrance for it, (driveway station 411, plus 34). Why not widen this drive to the right(north) to 40 feet?

2. To help get some of this traffic from the south entrance to the south-bound lanes, put in another cross over. As cars and large vehicles leave the the south entrance and they want to go south, they would have to go north and cross lanes to the cross over to go south. Why not put in another cross over?

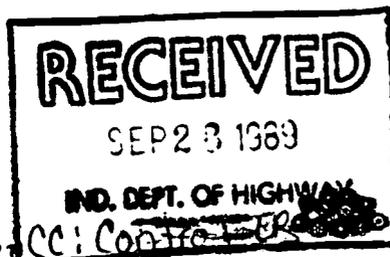
These two suggestions are to allow a reasonable flow of vehicles in our parking area and around our market and of and on Highway 37. Please consider our suggestions.

Respectfully,



David Byers, President.

cc: Mr. Randy Compton
Beam, Longest and Neff, Inc.



"Johnny Appleseed"

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Applacres, Inc.
David Byers, President
Route 11, Box 288 A
Bedford, Indiana 47421

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Byers:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:k1m

September 29, 1988

Indiana Department of Highways
1101 State Office Building
100 North Senate Avenue
Indianapolis, IN 46204

Gentlemen:

It has come to the attention of the fire service that we had missed bringing up a very important issue at the meeting held in Bedford, Indiana earlier this month.

The members of the Marion Township Rural Fire Department would like to add to the comments that were heard at this meeting. One item that they feel will be very much needed with the four laneing of State Road 37 will be the installation of a flashing red light that will operate when the trucks are leaving the fire station.

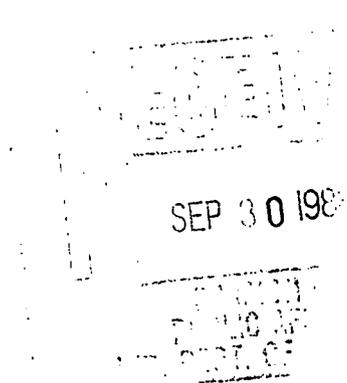
We feel that this will be a very critical item for the Indiana Department of Highways to include in the planning of this portion of Highway 37. We look forward to working with you in any way that we can and also look forward to the new highway which we hope to see in the not too distant future

Thank you,

MARION TOWNSHIP RURAL FIRE DEPARTMENT



Don L. Wedgewood, Fire Chief



STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Don L. Wedgewood, Fire Chief
Marion Township Rural Fire Department
Route 2, Box 316
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Wedgewood:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING DATE: 9-15-88 PROJECT OR SUBJECT: SR 37 in Lawrence Co.
NAME: (Please print) Ronald L. Burcham P.E.
ADDRESS: RR 3 Box 293
Mitchell, Indiana 47446
SIGNATURE: Ronald L. Burcham P.E.

COMMENTS: (Please print or type) I live within 400 feet of this proposed construction and drive the involved road daily. I am glad this project is progressing and am in favor of it.

The location of this construction project will be in a residential area throughout most of its length. Many of the residents have small children, including myself. I am very concerned with the effect the actual construction will have on the quality of family time at home. My main concerns are dust, noise, and the complete disruption of our non-school and non-work time at home. I request that through the use of special provisions to the contract the following items be addressed.

- 1) No work be allowed on Holidays as defined in Section 101.22 Of the 1988 IDOH Standard Specifications.
- 2) No work be allowed except during daylight hours as defined in 108.04.
- 3) All equipment must meet the noise levels as established at the time of manufacturing by the original producer. ie original exhaust equipment and in good repair.
- 4) A positive plan for dust control must be in place and enforced during construction.

I hope the above will be considered and implemented.

(Attach additional sheets if necessary)

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Ronald L. Burcham, P.E.
Route 3, Box 293
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Burcham:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING

DATE: Sept. 15, 1988 PROJECT OR SUBJECT: Indiana project ST-095-3

NAME: (Please print) Bernard Powell

ADDRESS: RR1 Box 133

Mitchell, Indiana 47446

SIGNATURE: Bernard Powell

COMMENTS: (Please print or type) I agree that there needs to be a 4-lane highway between Bedford and Mitchell. What I don't understand is why you wish to disrupt so many families lives by tearing down their homes. There is an abundance of open land just west of the present highway 37, which is used would not make anyone suffer. I have lived in my present home for over 32 years, and I sure don't want to move. Also, we have invested several dollars to set up my son a mobile home just behind my house, which you don't even show on your map. I also have 2 large garages which won't do anyone any good if you tear down my home. I sincerely wish you would consider putting the 4-lane across the open land where it wouldn't disrupt so many people's lives. All the people who spoke at the meeting was very much in favor of it, but I wonder how much they would want it if they were going to get their home torn down. Also, how would you feel if it were you?

Bernard Powell

(Attach additional sheets if necessary)

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Bernard Powell
Route 1, Box 133
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Powell:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

A handwritten signature in cursive script that reads "Stephen L. Catron".

Stephen L. Catron
Hearings Examiner

SLC:klm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING DATE: Sept. 15, 1988 PROJECT OR SUBJECT: Highway 37 Mitchell
NAME: (Please print) Merrill E. King-King's Automotive
ADDRESS: PO Box 95 Mitchell, In. 47446

SIGNATURE: *Merrill E. King*

COMMENTS: (Please print or type) I am located at the Main St. and 37
intersection. Your plan is to come across the present two lane highway
and take out my business. Of all the businesses in this area, my business
is the only business to come down. The original plan was to add the other
two lanes across the highway, which is just extra parking space for
Carpenter Body Works.

Your plan, as I understand it, would put at least 10 people out of
work as well as a business that has been on this location since 1962. I
am 56 years old and would find it very difficult to start over again as
well as very expensive.

I would like to meet with an appropriate official here at this
business location to explain my position. If this is not possible I can
meet where ever. Thank You.

(Attach additional sheets if necessary)

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Merill E. King
King's Automotive
P.O. Box 95
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. King:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

A handwritten signature in cursive script that reads "Stephen L. Catron".

Stephen L. Catron
Hearings Examiner

SLC:klm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING

DATE: SEPT. 15, 1988 PROJECT OR SUBJECT: HWY. 37 - MITCHELL TO BEDFORD

NAME: (Please print) OAKLEIGH WESTFALL

ADDRESS: R.R. 11, Box 206, BEDFORD, IN 47421

SIGNATURE: Oakleigh Westfall

COMMENTS: (Please print or type) THE PLANS SHOWN AT THE HEARING DID NOT SHOW ANY ENTRANCE ONTO THE PROPERTY OF MY MOTHER, KATHRYN WESTFALL, WHICH IS LOCATED ON THE WEST SIDE OF MITCHELL, IN.

WHEN WE SOLD LAND FOR THE ARBY'S RESTAURANT, WE SPECIFICALLY OBTAINED THE RIGHT TO USE THE ENTRANCE ONTO THE HIGHWAY WHICH THE RESTAURANT CONSTRUCTED COMPLETE WITH A DECELERATION LANE. THE PURPOSE OF THIS RIGHT WAS TO INSURE ACCESS TO THE HIGHWAY AND TO PROVIDE ANY FUTURE DEVELOPER OF THE REMAINDER OF MY MOTHER'S LAND WITH AN ALREADY BUILT ENTRANCE.

THE PLANS FOR THE HIGHWAY NEED TO BE REVISED TO PROVIDE A COMMERCIAL TYPE ENTRANCE FROM THE HIGHWAY TO THE REMAINDER OF MY MOTHER'S PROPERTY SOMEWHERE NEAR STATION 91 ON THE PLANS.

RECEIVED
INDIANA DEPARTMENT OF HIGHWAYS
SEP 29 1988

(Attach additional sheets if necessary)

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Oakleigh Westfall
Route 11, Box 206
Bedford, Indiana 47421

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Westfall:

Thank you for your letter concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

23 Sept '88

Dir. Dept of Highway's
100 North Senate Avenue
Indianapolis, Ind. 46204-3249

ATTN: Teresa Parker - Breach

Dear Teresa,

I enjoyed our meeting Wed. after noon with you and the other people from the different dept's of Ind. highway's.

I felt as tho I had the safety features explained thoroughly until about half-way thru the meeting when I asked each member if any of those attending, if they had made an on-site inspection of the particular clover-leaf design I was proposing as a safety-featur for the people in this local community and all as those that travel Hwy # 37. Upon receiving a negative answer and then further during our discussion when we were talking about eliminating the dangerous inter-section's proposed in your plan submitted and they in turn was wondering about how many people it would dis place I knew then that within their hearts they had not given my plan the least consideration, because they did not know of the local situation involved. Only figures, per centezuous was the only thing that

pertained to them and each one of their particular departments.

Then we talked about maybe what might be available as to a clover-leaf in the future years ahead.

I repeat again - the only time to build a clover-leaf is when a highway is being built at its first design. As you all know, any time you bring equipment back onto a job, the cost of rebuilding, redesigning, feasibility studies involved on a cost per linear foot bases run 10 to 15 times higher than building a design on its first inscription. Let alone two bidders involved. That makes the cost out outrageous and prohibitive.

With my plan - saving the expense of building 2 major inter sections - eliminating one ^{other} which is a total of three - with no person, business or party displaced and using that money to build a clover-leaf we come up with the same cost per linear-foot as the original plan's call for.

Even so, if it should be a few thousand dollar in gross more for the project isn't ~~just~~ ^{just} one life we save be worth it and I'm sure we'll lose more lives than just one. Look at West 16th street and highway # 37 ~~foot~~ ^{ft.} in Redford, how many people have been killed there ??? 5 or 7??

Look at the Colitic + highway #37 jct., how many people have been killed there ??? 2 or 3 ???
in 1987 alone as reported by (highway dept) dvd.

- (1.) 16th st + # 37 Bedford - 18 property damage accidents
8 personal injury accidents
13 people injured
- (2.) 5th st + # 37 Bedford 4 property damage accidents
2 personal injury accidents
6 people injured
- (3.) Colitic + # 37 Colitic 4 property accidents
2 personal injury accidents
6 people injured

this is terrible

Can we prevent this from possible happening in Mitchell, dvd. by foreseeing a safe design of a clover-leaf for people entering and leaving a high speed new 4 lane highway? That alone possible deaths which might be involved.

When the 4 lane^{#37} was first built I think there were only 5 stop light's between Mitchell and Martinsville. Since - 1973 we added more and looks like were adding more in 1988. at a cost of what - creating acceleration & deceleration lanes - \$550 - \$650 thousand dollars each or more.

You say in your description + purpose brochure
the in 1986 average daily traffic on this route of #37
was 9100 vehicles per day and expect it to increase
to 12,586 vehicles by the year of 2006.

Now - lets look at the traffic between
North highway 60 + 37 junction and south 60 + 37 junction
possible 3/4 of a mile apart - Dist. State Highway
figures - quote - 11,385 vehicles per day
1987 facts. - no sooner will the 4 lane
be built and the increase in the traffic, our traffic
count will be far beyond our 2006 year forecast
because we are all most there in 1987 figures
published by the Dist. State Highway dept.

a lot of people are using old highway #37 as we
know it - at that point where it intersects with
new #37 as we now travel in 1988 our traffic
count is 12,447 vehicles per day to Bedford

these are facts - what will it be in 2006
year - is our projection wrong????

I know I've missed a lot of small
details in our discussion to bring out those
overwhelming odds. But I did not want to get
reputation + as I'm sure all dept. members ~~are~~ attending
have heard the testimony of various people and have
listened to the recording's of your meeting's in our
area, also you ~~for~~ they probably have a copy of
all the articles in the paper's which was

printed during the past 4/5 years.

So, to make a good sound judgement as to a decision upon installing a down leaf in Mitchell using the natural terrain at the least cost & invite all of the departments involved to an on-site inspection and I will be glad to explain my view-point to their fullest satisfaction.

Let's design a down-leaf so that we can say we've done everything possible to save a life.

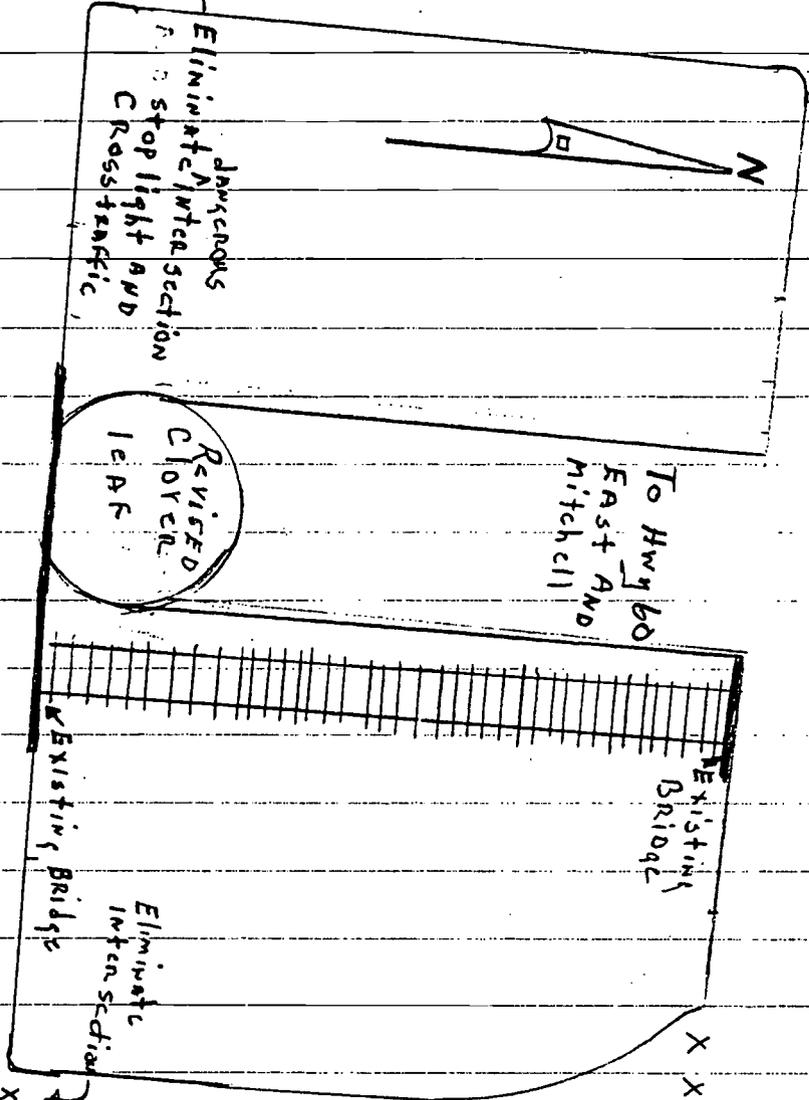
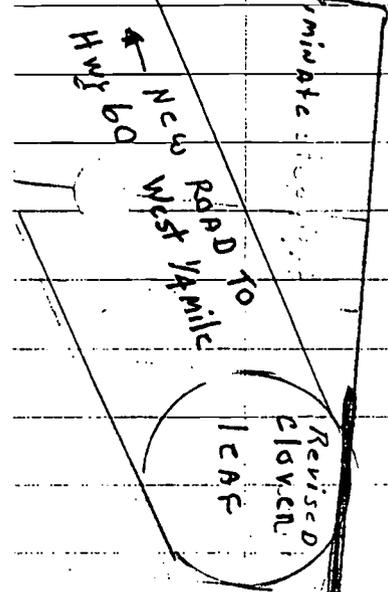
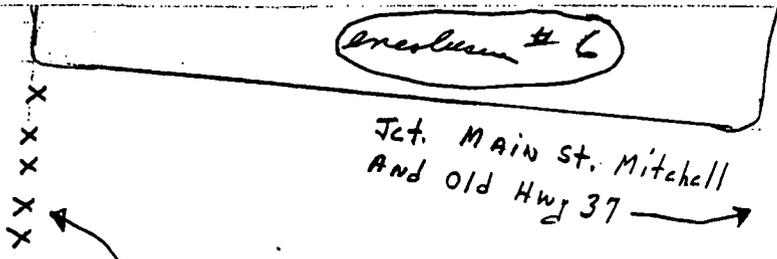
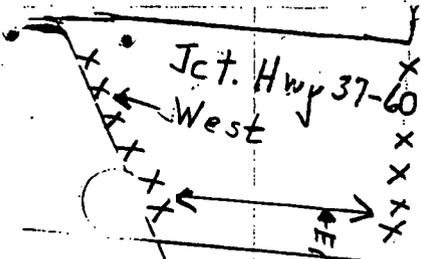
If we prevent just one fatality wouldn't it be worth it? Let alone all the property damages - personal injuries

And also fuel economy - by not having to wait on a stop-light - our most precious natural resource ~~is~~ which is depleting fast.

Thank you
Hon. Lesora
8th + Oak St.
Mitchell, Ind 47146

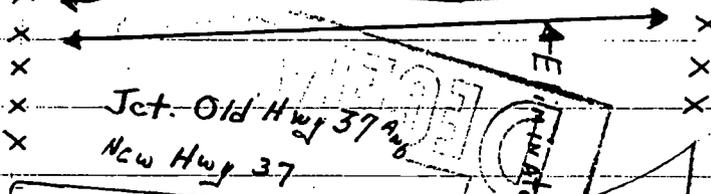
See envelope # 6

P.S. Sorry this was not typed but deadline is 23 Sept 1988 for your consideration
WTC

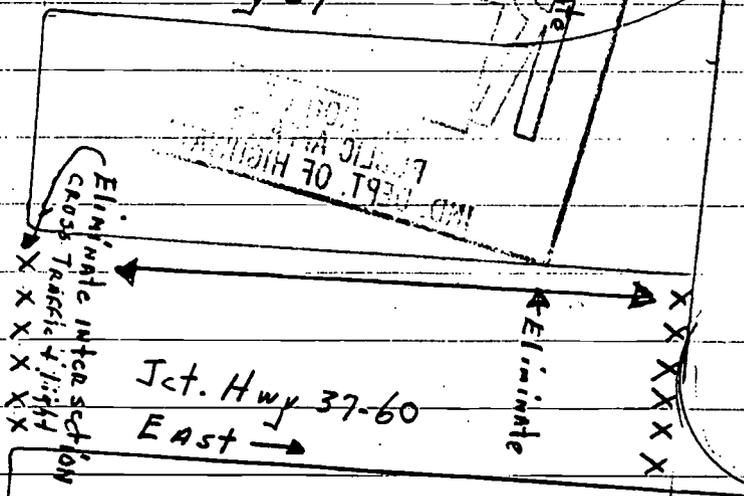


OLD HWY 37
USE AS ACCESS
ROAD

ORCHAR. STREET

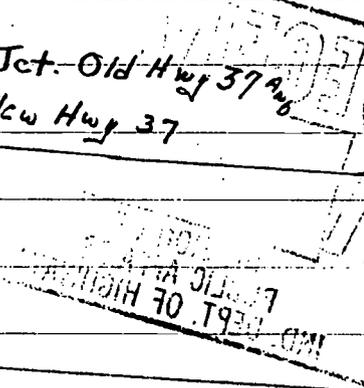


EXTEND ON
OLD 37 R/W and design
change w/ open
to Hwy 60 EAST



Not To SCALE

county Rd.



LETTERS TO THE EDITOR:

Cessna calls for adoption of proposal

To the people of Mitchell, and those traveling Highway 37 south:

Just recently, I have forwarded to each of our U.S. senators, U.S. representatives, Indiana representatives, governor of Indiana, and other departments of importance involved in the roads and transportation of Indiana the following letter:

Gentlemen:

Reference: Indiana Project F-095-3(6)

The State of Indiana is about to let a contract for the final drawings of plans and engineering for this project. Since the contract has not been let yet for the final design of structures and roadways, let's get the enclosed proposal before the State of Indiana and the Federal government now before, not after, the contract is let. All that has been done, at this point, is just the preliminaries; now we are running short of time to get this proposal accepted.

The proposed project will begin just south of State Road 60 at Mitchell, Indiana, and extend in a northerly direction mostly along existing alignment and terminate at the east fork of White River at Bedford, Indiana.

The project will be approximately 7.9 miles—220 feet right-of-way minimum, partial access controlled-type with two 24-foot pavements separated by a 50-foot median with safety shoulders on outside and inside edges.

However, they have failed in one safety factor that is of great interest to myself, others, the future citizens of Mitchell and the people traveling Highway 37 South. We need a clover leaf for easy and safe entrance into and exiting out of Mitchell, Indiana, across the new proposed four lane.

We are not asking for a three (3) million dollar installation as a total extra estimated cost. The above estimate is an unrealistic estimate.

If you will review my enclosed safety sketch proposal, you will note:

1. Already in existence is one bridge crossing over the B&O Railroad.

2. There will have to be one bridge added to take care of four-laning over the B&O Railroad.

3. Use natural terrain as an asset.

4. With the two bridges in place and properly designed, all that is required is the clover leaf design for the flow of traffic into and out of Mitchell, Indiana.

5. Access roads are already in place and existing for entering and leaving Mitchell, Indiana, on old State Road 37.

6. Propose a tight clover leaf such as in Indianapolis, Indiana, where Highway 67 traffic enters and exits to I-465.

7. Nothing elaborate—but for safety it will work for cross traffic.

8. Estimate extra cost for clover leaf less bridges in the contract would be \$400,000.00 to \$500,000.00 at the most.

9. We are only talking about 2,200 feet to 2,500 feet more pavement than estimated.

10. If let in contract, design price per lineal foot would be much cheaper figure. $\$1,000,000 \text{ per mile} \div 5,280 = \$189.39 \text{ per foot} \times 2,500 \text{ feet} = \$473,475.00$. A fairly cheap price for just one life it might save, let alone the personal injuries, suffering, and property loss.

Please contact and alert the Federal Highway Administration, the U.S. Department of Transportation, the Indiana Department of Highways—"Location Engineer" Division of Location and Environment and Hearing Examiner, and all other departments necessary.

Help Help Help

Urgent, act now. Please read and study the enclosures carefully for further reference and retain as they are self-explanatory in layman's language.

Thanks.

If you agree, please send a postcard or letter to me for further evidence of your support.

Just this past Saturday, April 19, how many of you were aware of a serious accident at the local stoplight? Those of you that were at the scene can witness the importance of an easy access into and exiting out of Mitchell across Highway 37. What's going to happen when we get a four lane?

Think Inquire Act

With the increase in volume of traffic in the coming years, it could save your life, your friends, your neighbors, your children, or those we don't know.

Let's lay aside our own selfish interests and look to the future transportation needs of Mitchell and southern Indiana.

Please help, send those letters now. Reference Indiana Project F-095-3(6).

Thanks,
Don Cessna

Proposes a revised clover-leaf at Mitchell

Dear Editor:

We are proposing a plan at the junction of Ind. 37 and 60 at the west edge of Mitchell that will move the flow of traffic in and out of Mitchell in a safe manner by utilizing a revised clover-leaf.

The revised clover-leaf will alleviate the possibility of Mitchell having an intersection such as the one that was created at the Ind. 37 and west Sixteenth Street intersection in Bedford when it was first constructed. 'Lest we forget' (let's avoid that type of a hazardous intersection in Mitchell).

Think how many years it took to even get a stoplight at Ind. 37 and west Sixteenth Street, but after numerous traffic accidents and deaths, let alone the personal property loss, concerned citizens became alarmed and asked for some sort of a better traffic pattern. The situation was remedied to some extent, but is still a hazardous intersection for Lawrence County. Even though the state has made quite a few add-ons in the past years at a high cost, it's still dangerous.

As you all know, the cheapest way is to have a "plan" that will work for the future — their work and build that plan now at the first inception.

Look ahead for future expansion and planning when we'll have a much higher traffic count (5-20 years down the road) than now. Let's not create another death trap in Lawrence County.

If we plan well for the future our area will be able to handle the increased traffic counts that come with increases in our population and industrial growth.

Let's do away with our own individual, selfish interests of the present day times by showing an interest now for a plan that will work for our future citizens that is safe. Serious consideration must be given to the type of intersection that will handle our growth.

The revised clover-leaf will save time, some gas, and also help Mitchell and Lawrence County grow. It will also utilize some of the existing roads, but at the same

time it will slightly increase the cost of the project.

If this revised clover-leaf will save lives, reduce injuries and reduce property damage losses it will be well worth the additional expense.

If you support this plan, or a similar one, or have a better idea that is safer and cheaper, get involved and submit it now. We'll listen. Don't complain after the fact — you've been alerted.

Act now! Don't wait until the state builds our community an inadequate and-or dangerous intersection as proposed. Let's build it right the first time. As area residents, we have a responsibility to make ourselves heard for "safety's sake."

If you support the plan, or a similar one, please write a letter and mail it to: Priscilla and Don Cessna, 8th and Oak streets, Mitchell, IN. 47446.

We'd like to have at least 2,500 responses to present to the state highway department along with our petitions.

Priscilla and Don Cessna

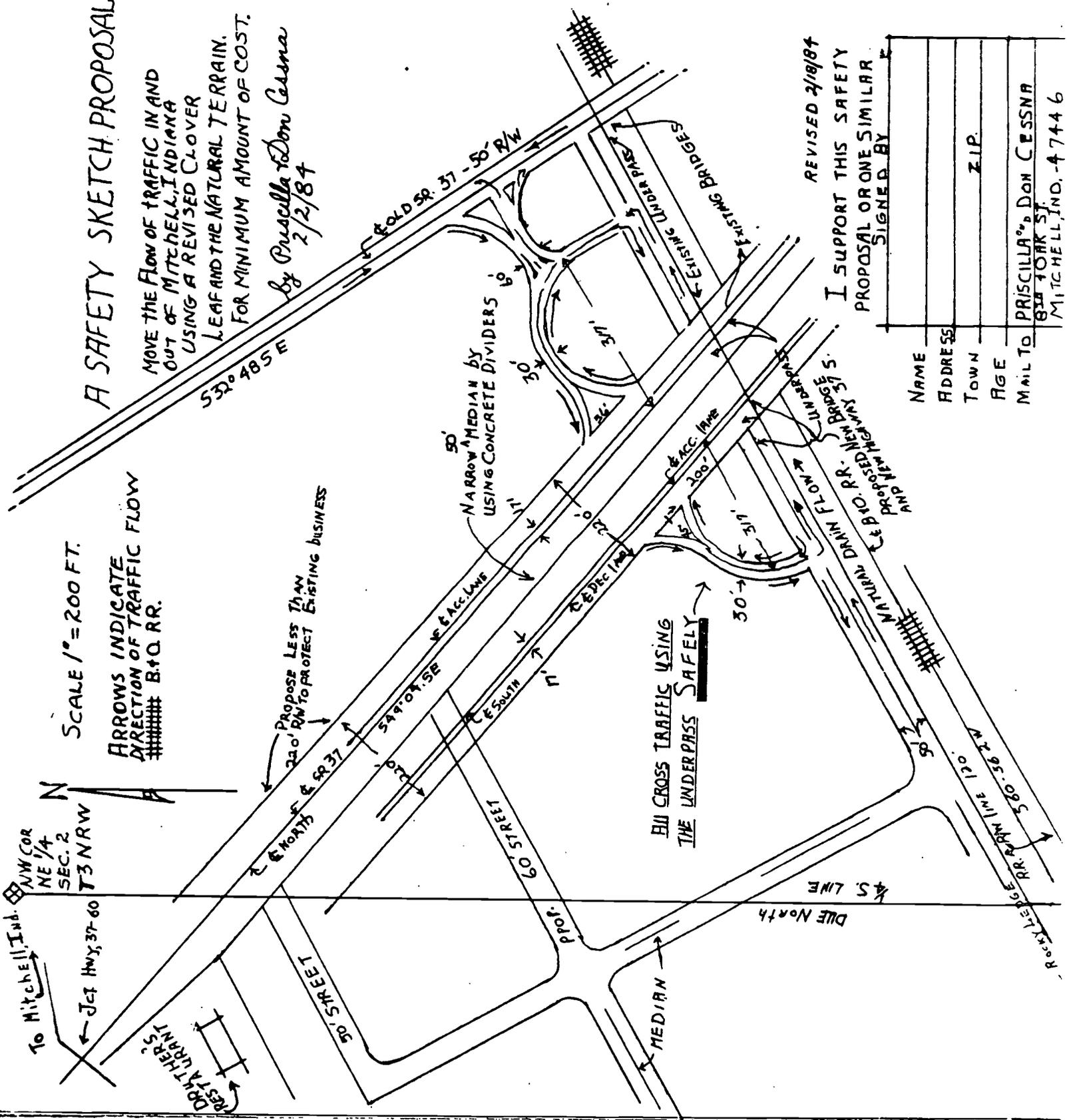
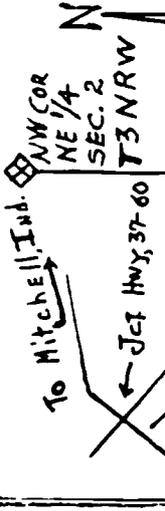
A SAFETY SKETCH PROPOSAL

MOVE THE FLOW OF TRAFFIC IN AND OUT OF MITCHELL, INDIANA USING A REVISED CLOVER LEAF AND THE NATURAL TERRAIN FOR MINIMUM AMOUNT OF COST.

By Priscilla to Don Cessna
2/2/84

SCALE 1" = 200 FT.

ARROWS INDICATE DIRECTION OF TRAFFIC FLOW



REVISED 2/18/84

I SUPPORT THIS SAFETY PROPOSAL OR ONE SIMILAR SIGNED BY

NAME	
ADDRESS	
TOWN	ZIP
AGE	
MAIL TO	PRISCILLA to DON CESSNA
	824 YORK ST
	MITCHELL, IN. 47446

BUT CROSS TRAFFIC USING THE UNDERPASS SAFELY

PROPOSE LESS THAN 240' RW TO PROTECT EXISTING BUSINESS

NARROW MEDIAN BY USING CONCRETE DIVIDERS

Cessna proposing clover-leaf for local four-laning project

By: Jarita Rosenberger

Local businessman Don Cessna and his wife Priscilla are proposing a revised clover-leaf design for entrances and exits to Mitchell from S.R. 37, when, and if, it becomes a four-lane highway.

The clover-leaf would be located on the highway south of Druther's Restaurant and just north of the present bridge over the B & O Railroad.

The drawing of his proposal appears in this issue of The Tribune, and the Cessnas want people who agree with the plan to complete the box on the drawing and mail it to them.

Cessna said that according to present plans for four-laning the local route of S.R. 37, "It appears that if and when this project is approved, we will have two choices of crossing the new four-lane highway (from U.S. 60)." He said the options would be a flashing yellow light at the intersection or the possibility of a stop light at one intersection and a flashing yellow light at the other.

He remarked, "None of the two will be adequate or produce a safe crossing."

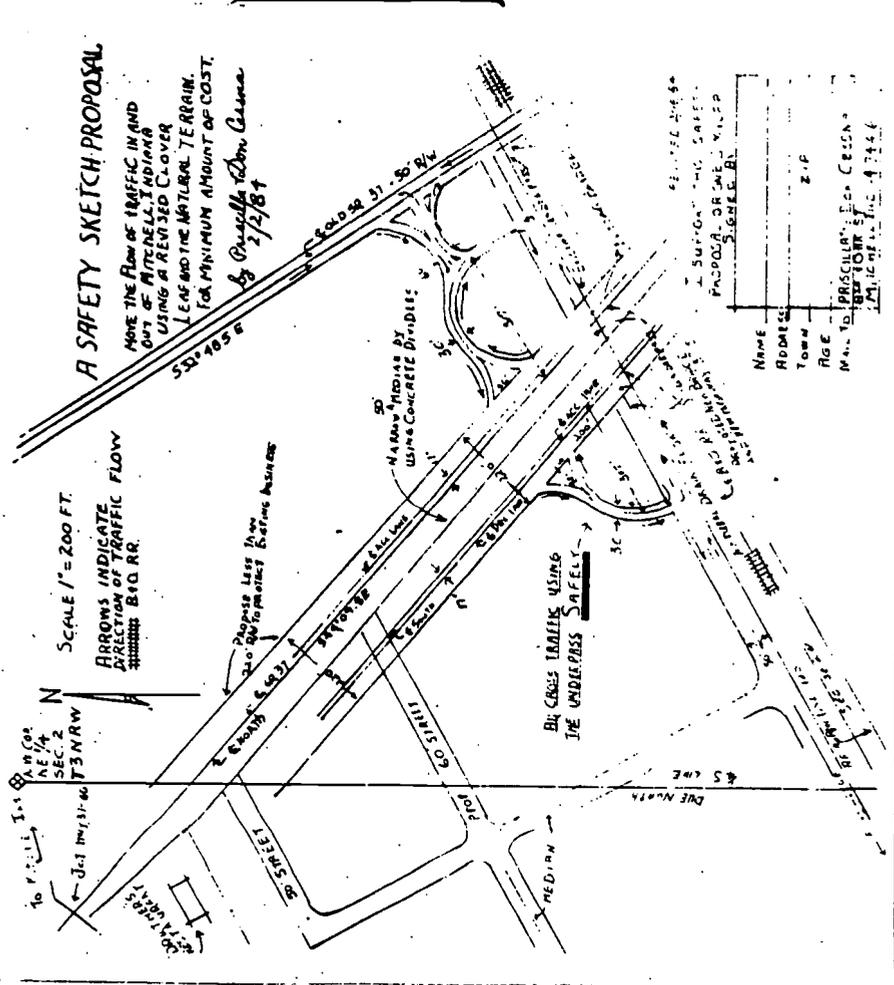
Cessna said his proposal is being made on the basis of safety. He remarked, "As interested local residents, it is our responsibility to make the State of Indiana aware of our thoughts and ideas concerning this project." He added that the clover-leaf design "could save lives, reduce injuries, reduce property damages, save time and fuel, as well as being an asset to the City of Mitchell."

Basically, Cessna's plan

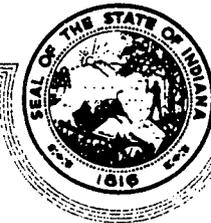
calls for the west loop of the clover-leaf to be constructed on his property and for the east loop to be built on property owned by Carpenter Body Works, Inc. Cessna owns several acres of land bordering on S.R. 37 and the B & O Railroad.

According to his proposal, southbound traffic would exit to Mitchell by taking the west exit which would enter onto an east-west road which would be constructed along the railroad, and then take old S.R. 37 by Mitchell Motors into Mitchell. Northbound traffic would get off the four-lane by taking the east loop which would intersect with old S.R. 37 just south of the old bridge over the railroad tracks.

Cessna said his proposal would decrease the value of his land because of the acreage he would have to sell to the state in order for the clover-leaf to be constructed. He added that he plans to develop his land with industry next to the railroad, commercial next to the highway, and residential to the west.



STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

Donald H. Cessna
8th & Oak Street
Mitchell, Indiana 47446

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. Cessna:

Thank you for your letter and other materials concerning the widening of State Road 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:klm

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS

100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building

317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING

DATE: September 15, 1988 PROJECT OR SUBJECT: F-095-3

NAME: (Please print) William C. and Janet T. Phillips

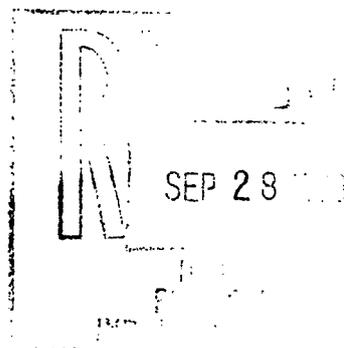
ADDRESS: R.R. 11 Box 254A Bedford, IN 47421

SIGNATURE: William C. Phillips Janet T. Phillips

COMMENTS: (Please print or type) Please re-evaluate the availability of housing in the Mitchell area. All of the construction on this project occurs south of the White River. All residents involved, even if they have a Bedford address as we do (R.R. 11), are in the Mitchell Community School Corporation area. Speaking for ourselves, we wish our children to continue at the Mitchell Schools. Therefore, we must relocate south of the White River. In the last two years since you did the housing availability studies, there has been an influx of families to this county from Massena, New York. A General Motors plant closed and workers there were offered employment at the Central Coundry G.M. Plant in Bedford. A large number of these new families chose to settle in the Mitchell School District. Suitable housing has become both scarce and expensive. Local realtors have stated that property values of homes on the market have increased at least 5% due to the sudden increase in population. Homes that had been on the market for a long time with no buyer interest are now being sold simply because they are some of the only homes available. There is a definite shortage of 3 bedroom homes at this time. When school opened this past August, there were approximately 70 new children enrolled in the elementary schools alone whose

(Attach additional sheets if necessary)

families had moved to the MCS district over the summer. All are living south of the White River. There was also an increase in students at both the Junior High and High School. The families had relocated to the Mitchell area from other parts of Indiana and the U.S., besides Massena, New York. We are simply asking you to be fair and just when doing the relocation appraisals and time limits for moving us from our homes. Due to the construction right-of-way, there will be many families suddenly looking for new homes in an area that at this time has little property to offer.



STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

The purpose of public involvement is to insure that an opportunity is afforded for effective participation by all interested persons. It also provides the public a full opportunity for presenting views on each location and/or design features being considered.

Be assured your comments will be made part of the official transcript when submitted within 2 weeks from the hearing date.

HEARING DATE: September 15, 1988 PROJECT OR SUBJECT: ST-095-3
NAME: (Please print) William Phillips
ADDRESS: Route 11 Box 254 A
Bedford, Indiana 47421
SIGNATURE: William C. Phillips, Janet J. Phillips
COMMENTS: (Please print or type) _____

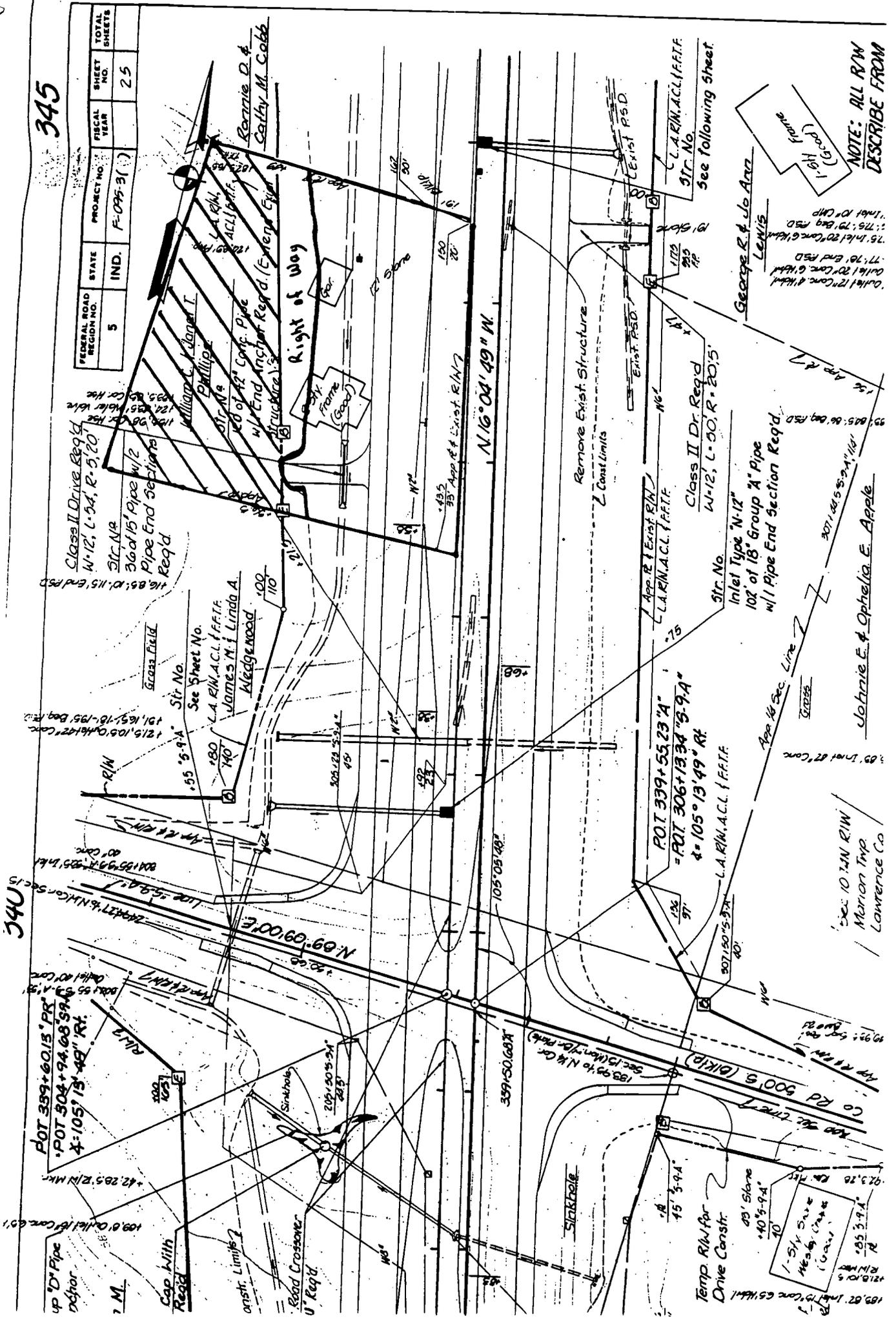
~~We are requesting a total buy-out on our property during acquisition time. It would be economically unfeasible for us to remain where we are. (Please see attached map.) At this time, we own 1 acre (M/L) that borders on highway 37. The proposed new right of way would take more than half of our land. Our home is situated on the only high level spot - as indicated by the topographical lines. The small area of land remaining to us is the lowest spot on our property. Water collects there. This area is on the edge of a sink hole owned by our neighbor. Attempting to fill in the area seems improbable. Everything washes into the sink hole - natural drainage.~~

SEP 26 1988

(Attach additional sheets if necessary)

345

FEDERAL ROAD DISTRICT NO.	5	IND.	F-095-3 (1)	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
STATE					25	



Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

Class II Drive Req'd
 W=12', L=34', R=5'20"
 Str. No. 116.85
 36" of 15" Pipe w/2" Pipe End Section Req'd.

340

POT 339+60.15 'PR'
 POT 304+94.68 'SRA'
 X=105°13'48" RT.

POT 339+55.23 'A'
 POT 306+13.34 'S.9.A'
 X=105°13'49" RT

NOTE: ALL ROW DESCRIBE FROM

George E. & Jo Ann Lewis

Johnnie E. & Ophelia E. Apple

James M. & Linda A. Kledge

William C. & Margaret I. Phillips

Rennie D. & Cathy M. Cobb

Johnnie E. & Ophelia E. Apple

James M. & Linda A. Kledge

William C. & Margaret I. Phillips

Rennie D. & Cathy M. Cobb

George E. & Jo Ann Lewis

STATE OF INDIANA



INDIANAPOLIS

INDIANA DEPARTMENT OF HIGHWAYS
100 North Senate Avenue
Indianapolis, Indiana 46204-2249

Room 1101, State Office Building
317-232-5533

November 2, 1988

William C. and Janet T. Phillips
Route 11, Box 254 A
Bedford, Indiana 47421

Re: SR 35 Widening from Bedford
to Mitchell, in Lawrence County

Dear Mr. and Mrs. Phillips:

Thank you for your letters and map concerning the widening of SR 37. The proposed improvement has generated much interest from area residents. Concerns of the area residents are very strong and duly noted.

We are accumulating data from the public hearing and will be attempting to arrive at possible solutions that will be in the best interest of all. Your letter of comments and concerns will be made part of the official transcript and answered in the final Design Study Report.

Again, thank you for taking time to express your concerns.

Very truly yours,

Stephen L. Catron
Hearings Examiner

SLC:k1m

Joey

Kinney !!!

B AREA
C HAMBER
O F
C OMMERCE

E

September 19, 1988

D

Mr. John Isenbarger
Indiana Department of Highways
100 N. Senate Avenue
Room 1101
Indianapolis, Indiana 46204-2249

F

Dear Mr. Isenbarger:

I would like to take this time to express my delight in the presentation and video made by Todd Glenn and David Copenhaver.

O

Not only was the video done with the community in mind, it was also done very well. I found Todd and David to be most helpful, informative and professional.

R

I will be showing the video to the Board of Directors at the next meeting; Tuesday September 20th, and I am sure they will feel the same way I do.

D

The Indiana Department of Highway's concern for a much needed four lane in our area is greatly appreciated.

Sincerely,

Adele Bowden

Adele Bowden
Executive Director

AB/mn



CITY OF BEDFORD

OFFICE OF THE MAYOR
JOHN A. WILLIAMS

1102 16TH STREET
BEDFORD, INDIANA 47421
(812) 279-6555

Joey
MARY K
P/S
Communications
PK

September 16, 1988

Mr. Jack Isenbarger
Indiana Department of Highways
State Office Building
100 North Senate Avenue
Indianapolis, IN 46204

Dear Jack:

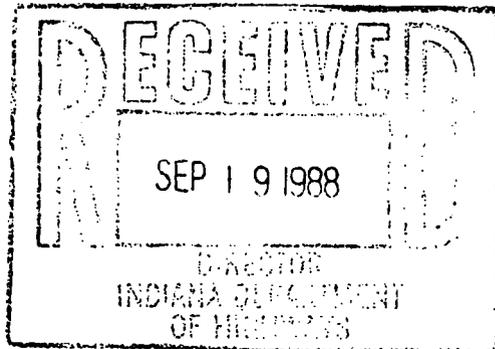
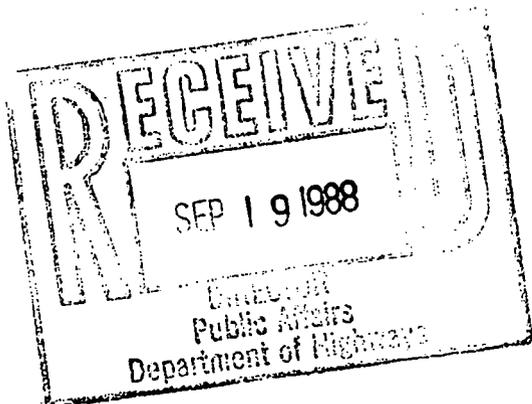
I would like to commend Todd Glenn and David Copenhaver for an excellent job videotaping, as well as the rest of the people who conducted last night's meeting at the National Guard Armory. The video helped in the overall understanding for the people in attendance.

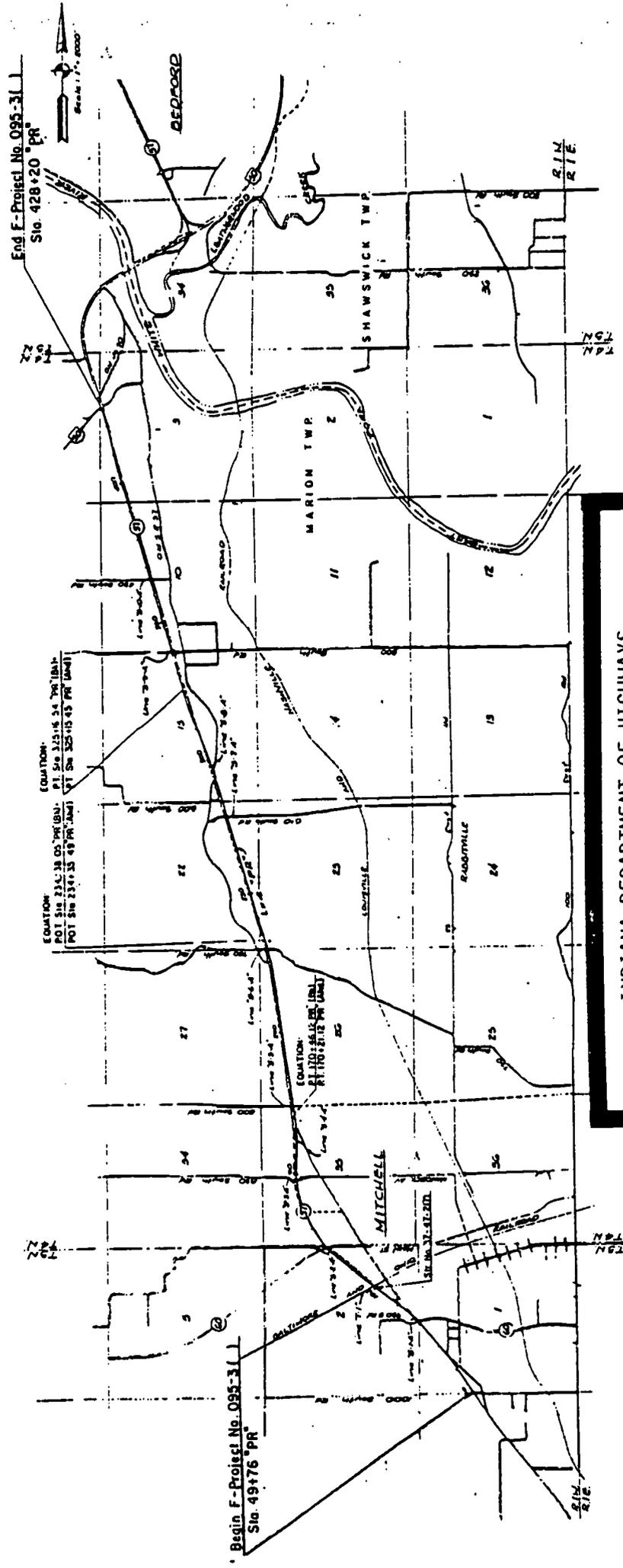
I thought the meeting went really well. There was a good turnout. We appreciate all the assistance that the Highway Department is giving us.

Sincerely yours,

John A. Williams, Mayor
City of Bedford

JAW:sb





INDIANA DEPARTMENT OF HIGHWAYS

LAWRENCE COUNTY

INDIANA PROJECT: ST-095-3(1)

Proposed widening of S.R. 37. The project is located from C.R. 1000 South, in Mitchell to U.S. 50 West (south of Bedford) Total project length is about 7.17 miles.

