

## S.1 Introduction

## S.2 Proposed Action

“no build”, I request that INDOT if it truly cares about the state of our states economy, voluntarily direct surplus gas tax money to the general fund of the State of Indiana, rebuilding the states public retirement funds, reducing our future obligations and thus reestablish the states A+ A+ Standard & Poors credit rating, which will reduce will enhance the value of state issued bonds. Practice “Good old Hoosier” sound fiscal management by moving toward “pay as you go.”

## S.3 Process Overview tiering, Technical Tools, and Public Outreach

There were maps intentionally vague presented to newspapers to represent the various routes. These served to support an atmosphere of disinterest even for homeowners whose homes would be taken or left feet from an interstate highway.

The official website had navigational mislabeling of the maps that showed persons homes three layers deep. Web designers with DSL claimed that it took them 20 minutes to find maps with hunt-and-peck techniques.

When 3C was selected, a map that one could point to your neighborhood and click to the map of your home was finally available. As a webmaster, I can say in full knowledge that there is no reason why this same navigational tool could not have been available for the five alternatives just as simply. Frankly the process of sneakiness as regards pre eminent domain actions is transparent to me. I have reported in earlier comments how inexpensive and fast direct mail notification of homeowners could have been done.

Still to this day, INDOT will only provide the GIS data to local governments if they make official “Open Door Act” requests for this information to the chief legal council for INDOT. I have witnessed the Perry Township assessor requesting this information from BLA and Brian Nicol in a public meeting. She said, Give me the GIS information so that I can enter it in my GIS database so that I can estimate the personal property effects of this project on my community. No one at the meeting told her that she must request this information as an adversarial request. A planner for Bloomington Indiana, who has several times requested the GIS data, relayed the same information to Monroe County Commissioner Joyce Poling and me at the MPO meeting where Monroe County agreed to cooperate with INDOT with the I-69 project. When I gave him the name of the INDOT council that he must “Open Door Act”, he told Commissioner Poling that he had considered doing this but feared it my be viewed as an aggressive act by INDOT.

Citizens have been rejected at several turns or been given expert help, with out the experts documentation, because so many who know what INDOT is up to, are also funded by the huge INDOT granting of contracts. Several have commented that INDOT has a vengeful side. Others have reported being pressured to back off by their employers partially funded by INDOT projects.

In 2002 a citizen who requested the GIS shapefiles, was denied on the grounds that back ground data for the GIS study were not available at INDOT, only at BLA who as a private company could not be required to give up this data. Scientific study not open to the scrutiny of peers, is not scientific. Denial of background data is cartebianc admission of a lack of validity of a study. INDOT refused to request delivery of this data to INDOT specifically so they could claim no access to the background data and thus deny public access to the tools that would allow for scientific analysis. Despite paying 12 million dollars for this data collection, until November 2003 INDOT did not request the background data. They still claim that they have access to data that shows Karst and sinkholes in the Monroe County area.

COUNT US! Exposed this error or lie in a January 2003 press release;

**<<<PLEASE INCLUDE THIS COMMENT IN THE SECTION REGARDING THE KARST STUDY OF MONROE COUNTY AS WELL>>>**

Press release: 1/ 7 / 2003

CITIZENS CLAIM PROOF INDOT DOES NOT KNOW OF KARST  
PROBLEM- SELF IMPOSED IGNORANCE

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KARST: INDOT ON THE WRONG SIDE OF SCREEN OF  
IGNORANCE AND DOES NOT REALIZE IT! CITIZENS CLAIM PROOF IS  
IN COMMENTS.

Reactions to a news story:

"Some residents fear I-69's impact on rural life, cave-filled"

By Rick Callahan of the Associated Press Sunday, January 05,  
2003

[http://www.indystar.com/data/wire/out/0105ap\\_n04gdjs109.html](http://www.indystar.com/data/wire/out/0105ap_n04gdjs109.html)

From this Associated press story regarding, specifically Tom Tokarski's (CARR) claim that INDOT missed numerous caves and sink holes INDOT J. Bryan Nichol is quoted:

(quote)

Nicol said those claims are dead wrong. The state made it clear throughout the route selection process, he said, that it would not identify the precise location of caves to protect them from vandals. An atlas that is part of the environmental impact statement detailing the proposed routes instead includes cave densities in the route areas, he said. "We know where the caves are, but we're not showing them, much like we're not showing archaeological sites. If we were to show those resources that would open it up to anyone to go scooting around in caves, areas that are sensitive or could be dangerous," Nicol said. (end quote)

"The problem is INDOT does not have this information and even they don't know it because they are intentionally uninformed," said John Smith, director and web master for the home owners group opposed to new-terrain I69, COUNT US!

In September under Indiana's Access to Public Records Act, Staffan Peterson, a local researcher, requested a copy of the digitized computer maps of the alternative routes and data INDOT used in computer modeling to compare the various routes. However, this request was denied because INDOT claims they never had the maps themselves and they are not requesting raw data from Bernardin, Lochmueller and associates.

Peterson stated today: "I would say that people in the community cannot contest the results of the analyses with out access to the same files the contractor used – no one, including INDOT, can check the accuracy of BLA's study."

"INDOT is so far from the details, they don't even know they are ignorant of the facts," Gary Milhoan coordinator of the Elwren Road Community Scientific Sampling of the Karst and Bats in the region said, "We know better than Nicol the origin of the data regarding the Karst Geology of the Monroe and Greene County region. The Karst information in the DEIS identifies numbers of caves by section to protect landowner interests but it underestimates the number of caves because no field studies were

performed and they used only superficial IGS data. We reported this fact in our report to the DEIS. It seems that the EPA, The Department of the Interior and the federal Department of Agriculture has taken the time to read our report, but INDOT and Nichol have not.”

Milhoan directed those interested to look at the statement of the source of the DEIS information that has been posted on a DEIS comments web page since mid–November.

Posted on the COUNT US! DEIS Comments page:  
< <http://www.i69tour.org/deiscomments.html> >

Samuel Fushour identifies the source of INDOT'S Karst study:  
<<http://www.i69tour.org/fushhour.html>>

Wed, 30 Oct 2002 08:50:15 -0500 (EST)

John and Gary

It did not take any time at all to find the source of the karst area definitions on the INDOT route maps. the source is here at the Indiana Geological Survey and as it turns out the karst areas were taken from our Miscellaneous Map #65 which is a karst map that includes caves, springs, sinking stream basins and sinkhole areas. The sinkhole area and sinking stream basin areas defined were never intended to be complete but to show the major areas. Richard L. Powell put together these tow parts of the map and I put together the cave and spring parts about 5 years ago. So, the problem with the INDOT karst areas is that nothing is said about they are supposed to be representative but not complete. On the Miscellaneous

Map #65 there is a disclaimer about the completeness of the information. I am pretty sure the disclaimer is also in the metadata that goes with the GIS karst coverage. The problem is one of people planning the highway route not having more complete information and likely not knowing (or caring) that their information is insufficient.

Samuel S. Frushour, Head  
Field Services Section

## Indiana Geological Survey

"In an effort to limit the public access to information, INDOT has not requested the raw data behind the DEIS from Bernardin, Lochmueller and Associates. Because they have not seen the raw data, they only know that the report is not complete on Karst. What they don't realize is that the Raw data is incomplete, not just the reporting of that raw data. If the Governor picks a route to Bloomington as a result of this ignorance, the Taxpayers will throw more millions of dollars at the Evansville consulting firm and eventually the state will lose the I-69 project all together," predicts John Smith.