



# MEETING SUMMARY

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**Date of Meeting:** Wednesday, February 12, 2020      **Re:** Northcentral Regional Issues Involvement Team Meeting #2

**Location:** Redemption Christian Church, Loogootee, IN      **Issue Date:** March 9, 2020

**Submitted By:** Lochmueller Group

**In Attendance:** Noel Harty – Loogootee Mayor  
Richard Burch – Midwestern Engineering  
Brianna Jerrels – Greene Co. EDC  
Mark Dobbs – NSA Crane  
Rex Knight – Southwest Indiana Development Corporation  
Chris Walker – LCS  
Tim Kinder – Martin County Alliance  
Michael L. Hasler – Greene Co. Sheriff  
George Dallaire – Greene County Sheriff’s Department  
Michelle Allen - FHWA  
Kari Carmany-George - FHWA  
Kyanna Moon – INDOT  
Clint Scherzer - INDOT  
Brent Wendholt – RDA  
Mark Schroeder – RDA  
Jason DuPont – Lochmueller Group  
David Goffinet - Lochmueller Group  
Nick Jahn – VS Engineering



## ITEMS DISCUSSED:

### NC Regional Issues Team – Loogootee

#### **General Questions and Comments on Overall Screening Process**

- Questions
  - Are Alternatives B & C considered new terrain? Yes, alternatives B & C are considered new terrain alternatives.
  - What does performance criteria consist of? Key performance criteria include travel time savings to major intermodal points, traffic volumes, crash reduction, etc. All of the performance criteria have been published and can be found in the screening report that is posted online ([www.midstatescorridor.com](http://www.midstatescorridor.com)). At this level of analysis, map resources are being utilized to determine environmental and human impacts. Future phases will include ground verification of resources.
  - Are costs accounted for utilized to determine which alternatives are carried forward? Comparative construction costs, that reflect the overall magnitude of construction costs, were utilized during the screening phase of the study. Maintenance costs are not included in the comparative construction costs.
  - Are the north central routes considered new construction or will existing US 231 be improved? The north central routes generally follow the existing US 231 corridor, but are mostly on new terrain. This was done to minimize relocations that would be associated with upgrading existing US 231.
  - How does safety play into selecting facility type? Crash rate based on the amount of vehicle miles traveled is utilized to evaluate performance. The number of intersections, speed, etc. all affect crash rates and are accounted for in the model.
  - How is the fact that traffic is being removed from local communities accounted for? Service industries will likely be driven to the new corridor. It is ultimately up to the various communities to make sure that they are a destination and thus compel drivers into their respective communities. The study will look at economic development utilizing a TREDIS model.

#### **Access & Working Alignment Notes – Alternate P East of Loogootee**

- Martin County
  - There is a significant amount of agriculture occurring in the area of Lumpkin Road (Just North of White River Crossing in Martin County). Cross connectivity needs to be considered in this location.
  - During peak times, the queue from CRANE's West Gate (SR 558) backs up to US 231. 9,000 to 12,000 trucks per year utilize SR 558 to access CRANE. The final access plan needs to be very cognizant of creating a "bottleneck". If frontage

- roads and a collector / distributor network are proposed, then they need to be designed in a manner that allows trucks to easily navigate the interchange.
- CRANE looks at a 3 mile buffer around the installation. CRANE supports all transportation movements such that public safety is improved. A risk issue to CRANE is that unplanned economic development could occur within the 3 mile buffer. Access points need to be planned with this mind.
  - West Boggs generates a lot of traffic and their customer base is growing. Queuing issues occur during larger events and weekends. A southern interchange that provides access to CRANE's Burns City Gate and West Boggs via US 231 needs to be considered.
  - CR 800 N is a highly trafficked roadway as it provides access to Graber Post along with many other businesses. This is also a key route to Cannelburg via CR 900 E. Consideration needs to be given to changing the current grade separation to full access.
  - Amish communities north of Loogootee would indicate cross connectivity is important (Bramble road). Also important for farming access.
  - Greene County
    - Greene County has been looking at economic development (Progress Point and new hotel) along CR 800 S. Access to the new roadway needs to support planned economic development.
  - Questions
    - How will access to SR 558 and I-69 work? The final geometrics will not be flushed out until subsequent study phases. With that said, re-routing of local and state roads through a collector / distributor type network would be likely.

**Access Notes – Working Alignments – Alternate P West of Loogootee**

- No Comments

**Access Notes – Working Alignments – Alternate M**

- Lawrence County
  - SR 158 provides direct access to CRANE's Lawrence County Gate. The final configuration where the corridor joins SR 37 needs to allow access to SR 158.