



# MEETING SUMMARY

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**Date of Meeting:** Tuesday, February 11, 2020      **Re:** Northeast Regional Issues Involvement Team Meeting #2

**Location:** Paoli Community Center  
Paoli, IN      **Issue Date:** March 9, 2020

**Submitted By:** Lochmueller Group

## In Attendance:

Zach Brown – Orange County Economic Development	Bill Willis – Q – 100 Radio
Dan Kirk – Bedford	Kristal Painter – Visit French Lick West Baden
Brandon Woodward – Bedford	Don Renner – Town of French Lick
Elmer Brames – Dubois County	Justin Harris – French Lick Resort
Ryan Clemens – Bloomington – Monroe County MPO	Kyanna Moon – INDOT
Mark Schroeder – Mid-States RDA	Clint Scherzer – INDOT
Craig Knies – Cave Quarries	Brent Wendholt – RDA
Calvin Evans – French Lick Resort	Mark Schroeder – RDA
Shance Sizemore – Lawrence County Economic	David Goffinet – Lochmueller
Pat Martin – Bloomington – Monroe County MPO	Jason DuPont – Lochmueller
Steve Ferguson – Cook Group	Nick Jahn – VS
Chuck Franz – French Lick Resort	Josh Eisenhauer – VS

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## ITEMS DISCUSSED:

NE Regional Issues Team – Paoli

### General Questions and Comments on Overall Screening Process

- Questions
  - Was an evaluation done for each of the alternatives that accounted for environmental impacts? Impacts to multiple environmental resources were evaluated as part of the analysis. Some of the items that were considered include managed lands, Hoosier National Forest, land use, endangered species, forest habitat, streams, wetlands, karst resources (sinkholes, caves, sinking streams, etc.). The amounts of impacts were based upon a representative impact width that varied based on facility type and terrain. A listing of all of the resources evaluated, impact widths and impact amounts for each alternative can be found in the screening report that is posted online ([www.midstatescorridor.com](http://www.midstatescorridor.com)).
  - Was the amount of time that a particular facility type would adequately serve a region considered during the analysis? The model that was used to evaluate each alternative (route and facility type) utilizes data projected to the year 2045. The 2045 time frame does not correspond to a construction date as construction timeframes are not set at this point. Construction dates would be set as part of the subsequent Tier 2 evaluation.
  - Were socioeconomic and population forecasts accounted for? Yes, this information is part of the Indiana, Kentucky and Tennessee statewide travel models that form the basis of the model being utilized for this evaluation. Additional detail was added to the base statewide model in order to develop a regional model that better reflects the 12 county study area. The alternatives that are being carried forward will undergo a more detailed assessment that includes forecasts of regional economic development for each of the 10 alternatives. The TREDIS regional economic development model will provide these forecasts, using the Year 2045 traffic forecasts for each alternative.
  - Will geographic regions be compared to each other as part of the next phase of analysis? Yes, the next level of screening will compare all alternatives to each other.
  - Is performance based on the statewide model? The regional model based upon the Indiana Statewide model, with more refinements in the 12 county Study Area. It also incorporates significant portions of Kentucky and Tennessee, using portions of those statewide models.
  - Is I-69 reflected in the current model? The current model includes all projects which will be completed by 2045. This includes all of I-69 (including Section 6

(Martinsville to Indianapolis) and the I-69 Ohio River Crossing (Evansville to Henderson).

- Comments
  - This project has the potential to significantly impact the region, especially the areas between Bloomington and Jasper. With the exception of Dubois County the majority of cities and towns within the study area are predicting or experiencing declining population which has a cascading negative affect. Monroe County and Dubois County bookend the corridor and are two very successful counties. If we can directly connect those two areas, we can see a significant positive impact on the counties in between. When companies invest in an area, they look at a region as a whole in order to understand where workers are going to come from, whether workforce housing is available, utility availability, etc. People tend to work at locations where they have easier access. The importance of this project is enormous when looking at people. Can people get a good job, have access to healthcare, and find good housing? The economic model needs to account for these types of items such that this opportunity is not lost.
  - The screening process needs to look far enough into the future such that growth doesn't outpace the facility. This is especially important when considering whether a Super 2 facility will be adequate.
  - Utility needs for a particular area and/or region have increasingly been considered in highway planning such that partnerships can be established. This will likely be something that is considered (especially for communications companies) as the project continues to progress.
  - Giving Jasper better access to French Lick & West Baden, will increase golf course tourism in the region. Golf course tourism is important given the Donald Ross Course (French Lick), Pete Dye Course (French Lick), Valhalla (Louisville), Victoria National (Newburgh) and Sultan's Run (Jasper). Most golf tourism trips consist of three courses being played. Sultan's Run is often left out due to poor access from the French Lick and West Baden Resorts.

#### **Access & Working Alignment Notes – Alternate M**

- Dubois County
  - CR 100 E is a private road (Trainer Lane). Access would not be provided at this location.
  - CR 400 N is a heavily traveled and would likely serve as a main route for the western half of the county to access the corridor (bypass Jasper). Final access considerations in this area need to account for this as well as the Mill Street Extension.
- Martin County

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- Watch WWTP SE Loogootee
- A horse training track is impacted just SE of Loogootee. This might be something to try and avoid.
- Lawrence County
  - An interchange is needed at Avoca for Northgate CRANE access. An interchange at Avoca would probably be preferable to one at Oolitic.
  - One of the major issues in Monroe County is workforce housing. If access is being cut off near Judah, then this would negatively impact workforce housing. This area is one of the fastest growing parts of Lawrence County. Access accommodations need to be made with this in mind.
- Questions
  - Will all state routes be access points? For the super -2 and expressway facility types, state routes will likely be access points. For the freeway facility type, state routes will likely receive interchanges; however, this may not always be true depending on how close together the interchanges would be. There are standards for freeway interchange spacing that have to be followed.
  - What improvements are proposed for existing US 231 south of I-64 and SR 37? These stretches of roadway are already considered expressways; therefore, no changes would be made if the super-2 or expressway facility types are recommended. In the event that a freeway facility type is recommended, then US 231 and SR 37 would be converted to a freeway. Improvements would include limiting access through cul-de-sacs, grade separations and interchanges.
  - How many acres of forest are being impacted by the NE alternatives? Approximately 2000 acres of forest are being impacted by each of the NE alternatives when taking into account their entire corridor length. The actual amounts can be found in the screening report that is posted online.

#### **Access & Working Alignment Notes – Alternate O**

- Orange County
  - What is the distance between French Lick and the alignment? Approximately 1 mile.
  - Alternate O provides great access to the French Lick Airport. This is desired.
  - Final access plans need to ensure that access to the valley is maintained during times of flooding. SR 56 floods (overtops) frequently east of Prospect. Abydel Pike is the unofficial detour during times of flooding. If SR 56 is not raised, then access to Abydel Pike will be required in order to ensure continuous access.
  - Orangeville Road flooding: analyze this as it impacts our access decisions on 150 and Lost River
- Lawrence County
  - There is anticipation that CSX Line at Mitchell will see increased traffic due to the Lehigh Project. There will likely need to be a grade separation at the

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railroad. This needs to be accounted for when determining final access considerations at Mitchell.

- Questions
  - Why does the alignment sweep so far north near Dubois Crossroads (SR 56 and SR 545). In effort to minimize impacts to the Patoka River floodway and avoid the turkey houses present in the area, the only real option was to move the alignment north. If the alignment were to be moved south, multiple crossings of the Patoka River would likely be required.
  - What was the driving factor for eliminating the freeway alternative for this route? The driving factor was generally due to cost. Costs jumped significantly when moving from an expressway to freeway and M generally performed better than O. There was incremental trade-offs on resource impacts when comparing M to O.

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The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

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