



MEETING SUMMARY

Date of Meeting:

Wednesday,
February 12,
2020

Re:

Northwest Regional Issues
Involvement Team Meeting #2

Location:

Washington
Community
Center,
Washington, IN

**Issue
Date:**

March 9, 2020

**Submitted
By:**

Lochmueller
Group

In Attendance:

Kip Kelley – City of Washington
John Dudenhoeffer – Grain Processing Corp
David Rhodes – City of Washington
Matt Clarke – Midwestern Engineers Inc.
Kent Johnson – Pike County Sheriffs
Dan Roach – Washington Com. Schools
Gary Allison – Daviess County Sheriff
Steve Sturgis – Daviess County Sheriff
Bryant Niehoff – Daviess County EDC
Ashley Willis – Daviess county EDC

David Stowers – GAB Investments, LLC
Phil Cornelius – Davies County Highway
Kyanna Moon – INDOT
Clint Scherzer – INDOT
Brent Wendholt – RDA
Mark Schroeder – RDA
David Goffinet – Lochmueller
Jason DuPont – Lochmueller
Nick Jahn – VS

ITEMS DISCUSSED:

NW Regional Issues Team – Washington

General Questions and Comments on Overall Screening Process

- Questions
 - Have any traffic counts been completed as part of the study? 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. Traffic counts that INDOT has done factor into the model and we have also utilized some of our own data within the 12 county area.
 - Are the traffic counts available to the public? Not all counts are available to the public, however those gleaned from INDOT's site at <https://indot.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod> are available. The specific counts used are not included in the report.
 - Do the two eastern routes cut through Hoosier National Forest? Both routes cut through the Hoosier National Forest acquisition boundary. Some Hoosier National Forest Parcels lie within the 2 mile study bands.
 - What is the most cost effective route? Alternatives from different geographic regions were not compared against each other. Generally speaking though the NE routes are higher in cost than those of the NW. Costs also escalate when going from a super-2 to an expressway and an expressway to a freeway.
 - When you refer to performance what are you referring to? Performance measures that have been considered thus far include those related to regional safety, travel times, traffic volumes, and vehicle hour reductions. Economic impacts have not been considered to date, but will be part of the next level of screening.
 - With alternative O & M, where do they begin? All alternatives begin at SR 66 near the Natcher Bridge in Spencer County.
 - How much do the environmental impacts affect local acceptance of the project? At this level of the analysis we are looking at map resources, not on the ground data. Due to the quality of data that is now available, we have a good idea on what the environmental and human impacts will be for a given alternative.
 - Overall from a public input standpoint, what are you seeing as far as feedback goes from one group to another? We have heard from the NE that environmental tourism is important, but also that it might be the most environmentally impactful. We have heard concerns of agricultural impacts as well as relocations. It varies from person to person and interest to interest.
- Comments
 - The capacity of existing SR 37 needs to be evaluated to ensure that it is capable of safely handling any additional traffic that will be placed on it.

Access & Working Alignment Notes – Alternate B

- Daviess County
 - Location of potential tie-in to I-69 floods.
 - CR 500 S (Glendale Rd.) provides direct access off of SR 257 to Glendale
 - Ensure that access to the new corridor allows for a convenient alternative to SR 257 for crossing the White River during floods in order to prevent drowning deaths.
 - Avoid dead ends at Hudsonville if possible.

Access & Working Alignment Notes – Alternate C

- Daviess County
 - Provide access points to Daviess County economic development sites near I-69 and US 50 interchange.
 - CR 600 E (Sportsman's Road) needs access, move access from CR 650 E to Sportsman's Rd.
 - CR 800 E is a main north south road and would need to remain open. Move access from CR 900 E to CR 800 E.
 - Move access from CR 600 S to CR 500 S.
 - CR 1175 E (Or 700 S depending on final alignment) would require N/S access for Alfordsville.
 - Consider access for either 800 S, 1300 E (county line)
- Questions
 - Can alternate C be paired with an eastern bypass around Huntingburg and Jasper? Yes. Because C utilizes the existing White River Bridge in Haysville, it could be paired with an eastern route in Dubois County.
 - SR 237: Could we move the "C" alternate route to have a southern SR 257 interchange or is a northern CR200 N interchange connection a possibility?

Access & Working Alignment Notes – Alternate P2

- Daviess County
 - Maintain access at CR 150 N as it is a direct route to Loogootee High School.
 - Maintain cross connectivity for CR 350 N.
 - Area north of Loogootee where crossing in and out of Daviess County is emergency response challenge
 - Look at interchange north of West Boggs and south of west gate at Crane.

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- Jurisdictional service issues would occur near Bramble where the alignment crosses in and out of Daviess and Martin Counties. Make sure services can be provided from proper jurisdiction based on final alignment of facility.
- Keep CR 950 N open for access to Rablesville

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.
