



MEETING SUMMARY

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

Location: Huntingburg Event Center
Huntingburg, IN **Issue Date:** March 9, 2020

Submitted By: Lochmueller Group

In Attendance:

Seyed Shokouhzadeh – Evansville MPO
Denny Spinner – Huntingburg Mayor
Steve Berg – County Hwy
Lisa Gelhausen – Indiana 15 RPC
Tom Kleinhelter – Dubois County Sheriff
Kevin Manley – City of Jasper
Travis McQueen – KHNB
Ken Mulzer – Mulzer Crushed Stone
Dean Vonderheide – Mayor of Jasper
Brent Wendholt – Dubois County Engineer
Jeff Braun – Meyer Distributing
Doug Bawel - Jasper Engines
Chad Blessinger – Dubois County
Valerie Schmidt – LEDC
Darla Blazey - City of Jasper
Bill Hochgesang – Northeast Dubois Schools

Jamie Pund – Southeast Dubois
Tracy Lorey – Greater Jasper
Nancy Eckerle – Jasper Chamber / City Council
Jeannie Melchior
Chuck Botsko – SWICQH + Valley Watch
Dan Sherry – North Spencer Schools
Mark Schum – North Spencer Schools
Kyanna Moon – INDOT
Clint Scherzer – INDOT
Brent Wendholt – RDA
Mark Schroeder – RDA
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering
Josh Eisenhauer – VS Engineering



ITEMS DISCUSSED:

SC Regional Issues Team – Huntingburg

General Questions and Comments on Overall Screening Process

- Questions
 - Can you explain the interactive capabilities of the website and how that is going to be used? Additional mapping is being worked on, but is not quite ready yet. Interactive mapping will not be available at this stage of the process.
 - Was connectivity to existing interchanges, cross connectivity, etc. looked at? We have taken a preliminary look at some of those items, but one of the main purposes of this meeting is to get local input on access considerations. Final access points will be heavily influenced by the facility type.
 - Do we know the costs for certain segments of road such that we can determine whether or not costs are better spent in one location vs. another? At this point we have comparative costs on a corridor wide basis only. Costs have not been developed to a level of detail where a cost / benefit analysis can be completed on specific elements (i.e. interchange, grade separation, etc.) of the project.
 - If US 231 in Spencer County is upgraded to a freeway, will farmers be able to access their fields? Access accommodations and cross connectivity are made with grade separations. Some re-routing of traffic should be anticipated.
 - Are frontage roads, when necessary, included in the project or are they left up to the locals? Elements necessary to facilitate connectivity will be included in the project. This will likely require additional r/w above what is required for the actual mainline corridor. Specific decisions on these types of accommodations are finalized during the Tier 2 studies.
 - When the route is selected and construction plans are finished, will the project be split into phases like I-69? Will the portion by Jasper and Huntingburg be constructed first? The Tier 1 study will make recommendations on phasing. The study will not make recommendations on which segment, assuming phasing, is constructed first.
 - Does the RDA have support from Martin County or Orange County? Not at this time. Currently, Dubois County, Spencer County, Jasper and Huntingburg or the only local governments contributing to the RDA.
 - What percentage of RDA funding has come from private sources vs. public sources? Slightly more than 50% of funding has been contributed from private sources.
 - Are the design standards for the expressway facility type the same as interstate standards such that if an expressway is built, significant costs are not incurred if it were to ever be updated to a freeway? We are looking at three different facility types with appropriate design standards for each of those facility types. The forecast year is 2045 and is based on data from the Indiana, Kentucky and

Tennessee State-Wide Travel Demand Models to ensure that proper traffic forecasts are utilized.

- From an outsider's point of view, the NE options look to be a lot more expensive. Is there a reason that the NE corridors are being considered? Multiple corridors representing each geographic region were considered in the initial screening report to ensure geographic diversity and that no alternate is prematurely discarded. Up until this point, alternates have only been compared to other alternates within the same geographic region. All remaining alternatives will be compared to each other regardless of geographic family as part of the next level of analysis.
- Comments
 - Jasper Engines and Meyer Distributing are not reporting issues with freight movement from I-64 to the south via US 231 south of Dale. Money spent on upgrading this section of roadway would likely not have much impact.
 - If an expressway facility is utilized, all cross streets need to be as perpendicular as possible to ensure that they are safe.
 - Going to the NE, a direct connection to I-69 doesn't occur.
 - From the perspective of industry, the distance to a common point in Bloomington is what is important.
 - CRANE has increased their shipments to the south. This would be a concern, especially considering the type of freight that is being shipped.

Access & Working Alignment Notes – Alternate B/C

- Dubois County
 - Make sure that access to the Huntingburg Airport is well defined.
 - Stewart Road floods where it intersects w/ Division. Access needs to be provided off of CR 450 W or CR 490 W in order to ensure continuous access.
 - CR 600 N experiences backwater flooding when the White River is elevated.
 - Trucks like Dale to Rockport route
 - There is an interstate connection to Owensboro at US 60 – why not extend it to the North?

Access & Working Alignment Notes – Alternate M

- Dubois County
 - Be cognizant of the runway protection zones east of the airport
 - A grade separation may be required at Ferdinand Road due to the high volume of traffic utilizing the roadway.
 - Access to US 231 on north side of Jasper needs to be considered, especially given that this is the location that the west and north side of Dubois County would access the facility. An interchange at US 231 north of Jasper is desired.

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- CR 400 S north of Huntingburg would maintain n/s access. Consider providing cross connectivity for CR 375 S in this location as that is a main access point from north side of Huntingburg to that particular area.

Access & Working Alignment Notes – Alternate O

- Dubois County
 - There are cave systems in the Nicholson Valley area that need to be considered. This area is near Cuzco and the Cuzco General Store. Vowell Cave is the name of the system.
 - Poultry operations on the NE alternative are critical.

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.
