



MEETING SUMMARY

Date of Meeting: Tuesday, April 19th, 2022 **Re:** Regional Issues Involvement Team Meeting Notes: Mid-States Corridor

Location: Loogootee, IN **Issue Date:** May 23rd, 2022

Submitted By: Lochmueller Group

July 5, 2022

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In Attendance:

Michelle Allen, FHWA Indiana Division
Elmer Brames, Dubois County
Commissioner
Mark Schroeder, Mid-States RDA
Dan Peterson, Cook Group
Noel Harty, Mayor of Loogootee
Jameson Hibbs, West Boggs Park
Matt Sward, Southern Indiana
Development Commission
Bryant Niehoff, Daviess County
Economic Development Corporation
Danny Corbin, INDOT
Gary Allison, Daviess County
Richard Burch, P.E., Midwest
Engineers
Chris Walker, Loogootee Schools
E.B. Rawles, Indiana Farm Bureau
Jackie N. Jelen, Monroe County
Planning Department
Gretchen Gutman, Cook Medical
Brienne Jerrels, Greene County
Economic Development Corporation
Mayor David Rhoads, City of
Washington
Doug Bawel, Jasper Engines
John Dudenhoeffer, Grain Processing
Corporation
Lisa Klopfenstein, Grain Processing
Corporation
Nathan Gabhart, Daviess County
Commissioner
Samantha Nelson, Purdue
Foundry@Westgate
Richard Burton, Burton Ford
Seyed Shokouhzadeh, Evansville
Metropolitan Planning Organization
Steve Ferguson, Cook Group, French
Lick Resorts
Lucas Foertsch, Lochmueller Group
David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Brandon Durchholz, VS Engineering

Two others (812-279-8121 & 317-914-2186)

ITEMS DISCUSSED:

I. Open Discussion

- The Tier 1 analysis includes a 2000 feet study band width, what will the Tier 2 analysis width be?

Depending on terrain site conditions and facility type selected, the proposed right of way width will likely vary between 250 feet and 500 feet in width.

- How many sections of independent utility will be analyzed for Tier 2?

With the decision to remove freeways from consideration, the section south of I-64 would not have to be further studied. This leave four sections of independent utility to be analyzed in Tier 2 studies. The sections can be studied concurrently or independently.

- Will federal funds be required for each section of independent utility? Can any of the identified \$75 million be used for the mainline sections of independent utility?

It is anticipated that federal funds will be required for Tier 2 studies. We do not know the answer to the second question.

- Since each Tier 2 section will be analyzed separately, in which section or direction will the Tier 2 analysis begin?

Prioritization has not yet been determined. Since each section has independent utility, they can be studied concurrently or independently in any order.

- When will Tier 2 begin?

Tier 2 will begin once a record of decision has been established and funding has been allocated.

- Given the fact that it is likely that each section of independent utility can be assessed concurrently and each section taking approximately 2 years to complete; can all sections be funded at one time?

Decisions about the timing of Tier 2 studies will be made by INDOT at the close of Tier 1 studies. It has not been decided whether sections will be funded for concurrent analysis.

- How will the \$75 million already allocated be used?

This has not been determined at this time. The Tier 1 FEIS and ROD must be approved to proceed with Tier 2 activities. The projects funded by the \$75 allocation require Tier 2 environmental studies.

- Will specific environmental impacts be analyzed and addressed as a part of Tier 2, such as micro impacts to water quality?

Yes.

- Would wetland mitigation be required during construction?

Yes, mitigation ratios from 2:1 to 4:1 would be required depending on the extent of impacts and quality of wetlands impacted.

- Can combinations of Super 2 and Expressway be analyzed during Tier 2?

Yes, this was the primary reason for carrying both Super 2 and Expressway classifications forward. This can be done from segment to segment and within each segment.

- I see Monroe County is highlighted in the study, yet the construction does not touch Monroe County jurisdiction. Can I ask where I can go to find the information on how this project will impact Monroe County (traffic impacts or otherwise)?

All traffic impacts have been included in the Tier 1 DEIS and on the project website. A link to the impacts can be found below:

<https://midstatescorridor.com/wp-content/uploads/2022/04/Chapter-3.07-Traffic-Impacts.pdf>