



MEETING SUMMARY

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

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

Submitted By: Lochmueller Group

July 5, 2022

Page 2

In Attendance:

Kyanna Wheeler, Danny Corbin (INDOT)
Michelle Allen (Indiana FHWA)
Jason DuPont, David Goffinet, Lucas Foertsch (Lochmueller Group)
Don Winkler (Mayor of Rockport)
Nathan Waggner & Cash Waggner
Heather Gries (Spencer County Commissioner)
Heidi Young (Lincolnland Economic Development Corporation)
Alvin Evans (Perry County Port Authority)
Calvin Evans (French Lick Resort)
Bill Kaiser (Dentons Bingham Greenbaum)
Brent Wendholt (Dubois County Engineer)
Craig Knies (Knies Construction/Cave Quarries)
Mark Schroeder (Mid-States Corridor RDA)
Dean Vonderheide (Mayor of Jasper)
Darla Blazey (Jasper City Planner)
Hank Menke (Mid-States Coalition)
Terry Seitz (Senator Mike Braun's Office)
Chad Blessinger (Dubois County Commissioner)
Colette Childress (Indiana Farm Bureau)
Dr. Suzanne Blake (Pike County Schools)
Ed Cole (Dubois Strong)
Jameson Hibbs (West Boggs)
Joe Dedman (Pike County)
Jon Craig, Matt Clarke (Midwest Engineers)
Nancy Eckerle (Jasper Chamber of Commerce)
Paul Lake (Huntingburg City Council)
Steve Schwingamer (Mayor of Huntingburg)
Rachel Steckler (City of Huntingburg)
Richard Burton (Burton Ford)
Travis McQueen (Huntingburg Airport)
Ashley Willis (Pike County Growth Council)
Josh Eisenhauer,
Brandon Durchholz (VS Engineering)
Ron Sullender (Glendale Fish & Wildlife)
Matt Schaick (Meyer Distributing)
Ken Mulzer Jr. (Mulzer Crushed Stone)
Two others: (812-481-7163 and 812-583-5000)

ITEMS DISCUSSED:

- How many Tier 2 studies will there be?
 - 5 Sections of Independent Utility have been identified along with the 9 potential local improvement projects. 4 of the 5 SIUs will need to go through a Tier 2 study (SIU 1 is already an expressway facility). All local improvements will also need to go through some type of environmental study which will lesser degree environmental studies.
- What is schedule of these & next steps?
 - No timeline established at this time for the Tier 2 studies. The Tier 1 effort will continue through the Final Environmental Impact Statement and Record of Decision anticipated for early next year. The decision on the schedule for Tier 2 studies will likely be determined just prior to that timeframe.
- Was safety a consideration?
 - Yes, this is part of purpose & need, but isn't a "core" goal as it is generally driven by local issues and local improvements. The core goals for the project are those which are regional in nature.
- What is the serviceability date of 231 (or useful life)?
 - There are a lot of variables that go into that, such as Level of Service (congestion), pavement condition, etc., and this varies throughout the corridor, so it is hard to determine an actual date that it won't be serviceable.
- How does this recommendation compare to what was recommended in the previous studies?
 - This recommended alternative corridor (P) alignment, is similar to previous studies in some areas. However, resource constraints and new development has factored into some differences. Also, previous studies were for different projects. See DEIS, Section 1.3.1, which compares this DEIS with the previous DEIS for a US 231 bypass in Dubois County.
- No improvements planned on US 231 south of I-64. Thus, there are 4 sections of improvements that will likely be analyzed independently during Tier 2. We will further highlight this during our hearing presentation for clarity.
- Has and will there be communication to local municipalities so they can prepare to connect with the preferred alternative corridor?
 - We have been in communication with local officials throughout the process, in previous RIIT meetings, individual communications, public meetings and this meeting. This should allow communities to take whatever steps are necessary to engage and connect with this project.
- How will access points be defined and how will they be funded?
 - During the Tier 2 studies multiple alternatives will be considered within the 2,000' corridor and access locations will be identified as well. The access

locations will likely include some level of improvements to connecting facilities. The funding for more extensive improvements to those connecting facilities to enhance the connections will fall to the owning jurisdiction. These facilities would likely be classified sufficiently to be eligible for federal funding participation.

- How will Tier 2 be sequenced? Concurrent or sequentially?
 - Could be done either way. Likely would be sequential, but not determined at this time. Each would need to be programmed by INDOT. Sections can be independent of others, for study and construction.
- What is the general timeframe for Tier 2 studies, and which will be the first piece?
 - Tier 2 studies can start directly after approval of Tier 1. Each would take approximately 2 years to complete and can be completed independently or concurrent with one or more others. Each section would have its own outreach effort, as well as right of way and acquisition process. As of now INDOT has not allocated any funding for construction. There are discussions with the RDA to move the process along.
- Can you explain the Right of Way acquisition process and how property owners are compensated?
 - INDOT follows the Uniform Act for RW acquisition. It involves two 2 independent fair market value appraisals (appraisal and review appraisal), and then a buyer will reach out with an offer and to proceed with negotiations. We are multiple years away from this process.
- Will crossings be at grade or grade separated?
 - This depends on the facility type, traffic volumes, and other factors. It is likely to be a mix of both.
- Does it matter which way comments that are received/provided?
 - Comments received through all comment channels are equally weighted and none are given preferential treatment.
- Do comments become public record?
 - Comments received at any time during the process become part of the project record. Comments received during the comment period will be included in the final environmental document and will be publicly available.
- What will the agenda be for public hearings?
 - Will include a sign in, handout, and comment form. Participants can review maps and talk to project team members. There will be a presentation similar to the one at this meeting and those signing up to speak will be given an opportunity to provide a verbal comment. The process will be the same for both public hearings.
- Can you please describe the facility types and terminology used?

July 5, 2022

Page 5

- Super 2 – Improved 2 lane roadway with improved geometry (horizontal & vertical) with wider shoulders and may include passing lanes if necessary.
- Expressway – 4 lane roadway, generally with grass median and a mix of at grade crossings and grade separated connections.
- Note this decision about facility type will be made during the Tier 2 studies.
- Will alternative intersection types be considered as part of the Tier 2 planning process (J-Turns, Roundabouts, etc.)?
 - Yes, different configurations can and will be considered during the planning process in Tier 2 investigations.

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.
