



# MEETING SUMMARY

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**Date of Meeting:** Tuesday, July 9, 2019      **Re:** Northeast Regional Issues Involvement Team Meeting

**Location:** Paoli INDOT Sub-District Office      **Issue Date:** July 23, 2019

**Submitted By:** Lochmueller Group

**In Attendance:** Ryan Griffith - IU Health  
Todd Woods – NSA Crane  
Zach Brown – Orange County Economic Development  
Tonya Chastain – Lawrence County Tourism  
Jeff Quyle – Radius Indiana  
Joe Timbrook – Lawrence County Economic Growth Council  
Elmer Brames – Dubois County Commissioner  
Mark Schroeder – Mid-States RDA  
Kyanna Moon – INDOT  
Jason DuPont – Lochmueller Group  
David Goffinet - Lochmueller Group  
Nick Jahn – VS Engineering  
Josh Eisenhauer – VS Engineering

## ITEMS DISCUSSED:

### Needs:

- Economic Development
  - For large industrial or commercial projects, site selectors often use 5 mile or less from an interstate interchange as a “go/no go” criteria. Interstates have the



highest rating when it comes to facility type for site selectors with lower scores being assigned to limited access freeways, non-limited access free-ways, etc.

- Airport growth is tied to access to major roadways. Access to and services provided by airports are an important economic development consideration. It is noted that there are multiple lesser than regional airports within the study area and proximate to potential preliminary alternatives, such as Huntingburg, French Lick, Paoli, and Bedford.
- Transportation cost savings as it relates to product and workforce with improved accessibility.
- Tourism is important. It is either the 6<sup>th</sup> or 7<sup>th</sup> leading industry within the 8-county RADIUS Indiana area representing nearly 4,000 jobs and \$300M in annual revenue. The NE Corridor provides the ability to think regionally from a tourist front through the ability to provide connectivity to multiple locations (i.e. Patoka Lake, Hoosier National Forest, caves, Paoli Peaks, French Lick / West Baden, Wilstem Ranch, Martin State Park, Golf Courses, St. Meinrad Monastery, Holiday World, etc.).
- Improved accessibility to larger metropolitan areas and emerging market opportunities, such as Nashville, TN and Bowling Green, KY.
- Safety
  - Safer transportation routes around small towns for ordinance laden trucks (CRANE)
  - Approximately 5,500 travel into CRANE each day. Majority of current routes for commuters are difficult commutes (winding, hilly, frequent drives, narrow shoulders, etc.).
  - Ability to segregate motor vehicles from Amish vehicles.
  - Improved patient transport options
- Congestion
  - Current routes are congested, particularly in areas near Dubois County.

#### Location (Corresponding Map Attached)

- General Comments
  - The final alignment route needs to consider the cost of sustaining elements (maintenance and upkeep of transportation facility) over time.
  - CRANE has a joint land-use study to ensure that development around CRANE is compatible with CRANE's activities (i.e. noise, vibration, odors, etc.). Development within three miles of CRANE's border is discouraged with the exception of those at the WestGate @ Crane Tech Park.

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- Preserve rurality
- A road through Hoosier National Forest could be aesthetically pleasing (i.e. parkway) and help bolster tourism. Don't preclude because of Hoosier National Forest.
- Even in rural communities, safe and convenient access to amenities, especially those not locally available is desired.
- Specific Alignment Comments
  - Consider use of US 50 as an eastern alternative corridor.
  - Pull corridor 3F to the south in the vicinity of French Lick to intersect with SR 145 and provide better access to Patoka Lake.
  - Tie corridor 3F into SR 37 between Mitchel and Orleans in order to improve access to both locations.
  - 3 C/D alternatives better suited for limited access from CRANE's perspective. Primary concern with these alternatives is managing backups along SR 558 (West Gate) due to excessive development.

#### Local Knowledge / Impact Considerations

- Lost River and other karst features
- Amish Communities in Northern Orange and Southern Lawrence Counties
- Portions of the CSX Line from Bedford to Orleans have been identified as potential "Rails to Trails" projects
- USACE's jurisdiction over Patoka Lake and potential impacts to the Hoosier National Forest
- Scattered historic farms and homesteads throughout the region.
- Potential impacts to rural school districts, access and potential community cohesion
- Maintaining contiguity for natural habitat while considering eastern alternatives through forested areas will pose a challenge

#### Key Questions / Answer

- Is the "shortest facility" and thus least costly the sole criteria for the route decision?  
*The process looks at benefits, impacts and cost while also garnering input from the public and agencies to inform the final decisions.*
- Is any INDOT RW that was previously secured along SR 450 or any other state facility a factor in the decision-making process? *Even if INDOT still controls RW along state facilities it does not alter or disproportionately impact the decision-making process.*

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- Would the decision on facility type dictate where ordnance-laden truck transportation routes? *There are some restrictions for this type of transport, but ultimate route decisions are made by the haulers (answer provided by CRANE representative).*

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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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