



# MEETING SUMMARY

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

**Location:** Huntingburg Indiana Event Center      **Issue Date:** July 23, 2019

**Submitted By:** Lochmueller Group

## In Attendance:

Seyed Shokouhzadeh – Evansville MPO  
Matthew Schaick – Meyer Distributing  
Danika Fleck – City of Jasper  
Darla Blazey – City of Jasper  
Nancy Eckerle – Jasper Chamber / City Council  
Suzan Henke – Memorial Hospital  
Dean Vonderheide – Mayor of Jasper  
Chad Hurm – Jasper City Engineer  
Alvin Evans – Perry County Port Authority and Perry County Development Corporation  
Bill Hochgesang – Northeast Dubois Schools  
Raymie Eckerle – Jasper Engines  
Tom Kleinhelter – Dubois County Sheriff  
Kathy Reinke – Spencer County Chamber  
Ed Cole – Dubois Strong  
Bill Kaiser – Bingham, Greenebaum and Doll

Denny Spinner – Huntingburg Mayor  
Dan Sherry – North Spencer Schools  
Marc Schum – North Spencer Schools  
Nathan Held – Indiana 15 Regional Planning Commission  
Travis McQueen – Huntingburg Airport  
Matt Eckert – Holiday World  
Tyler Roscan – Bingham, Greenebaum and Doll  
Brent Wendholt – Dubois County Engineer  
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
  - Allows for better connectivity to another major airport (Indianapolis) in order to complete with Louisville, particularly from an air shipping perspective (UPS and Fed EX).



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- Improved connectivity to major markets including those to the north (Indianapolis, Chicago) and those to the south (Bowling Green, Nashville)
- Specifically, providing improved access to and from CRANE to southern markets is important.
- Common complaints when working with entities north of Bloomington is that there is no good way to get to Dubois County from the north.
- Tourism connectivity is important to the region. NE Corridors provide many opportunities to provide better connectivity. Indianapolis is Holiday World's #1 market.
- Talent attraction through better connectivity to nearby cultural centers and amenities that may not be "local"
- Expanding reach for which potential employees can easily commute into region.
- Efficiency of moving freight and people in and out of Dubois County.
- Increase distance that trucks can reliably travel without violating driver time rules.
- Reducing transportation costs can allow local industry to offer more competitive pricing and thus better sales
- Enhanced connectivity can make the region more attractive for attracting new industry development and industry relocation
- Safety
  - Better safer direct route to I-69 from Dale
  - Safer transportation routes to commute within the region and to major population centers outside the region.
  - Narrow shoulders are prevalent throughout the existing US 231 corridor.
  - Minimize interactions with agricultural equipment.
- Congestion
  - US 231 within Dubois County is predicted to operate at a Level of Service "F" by 2030.
  - Mid-States provides a parallel north / south route to take than the heavily congested I-65.

#### Location

- General Comments
  - Connectivity to CRANE is important.
  - Environmental impacts need to be considered.

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- With federal funding likely being involved, the corridor location needs to consider the priorities of the federal government (i.e. connecting underserved communities).
- How communities can connect to the potential route needs to be considered. It would be helpful if comprehensive plans and other planning documents are considered.
- The closer to I-69 the roadway gets, the more resistance there may be as there is already an improved roadway there.
- Ensure that access points account for safety.
- Uncertain how a route to the northwest that then proceeding northeast (via I-69) makes sense
- Huntingburg will seek to enhance its connection to the chosen route regardless of which route is chosen
- Relieving pressure off I-65 in Indiana by providing an alternative route via I-165 and an improved Mid-States facility should be a positive
- Specific Alignment Comments
  - Consider use of US 50 as an eastern alternative corridor.
  - Jasper's industry will not use a western corridor around Jasper.
  - East or West routes could work around Huntingburg provided that connectivity into Huntingburg is considered. SR 64 may not be the best connection point to serve Huntingburg.
  - Eastern routes are the only one of interest to Perry County.
- Companion Projects
  - Extending SR 162 to connect to a potential eastern corridor would provide benefit to the region.

#### Local Knowledge / Impact Considerations

- Avoid eminent domain as much as possible.
- Consider Huntingburg Airport expansion plans and avoid runway protection zones
- Avoid negative impacts to agribusiness
- Avoid impacting local infrastructure by having the corridor weave back and forth between jurisdiction boundaries (i.e. county lines).
- Texas Eastern Gas Line
- Corridors 3A and 3B will encounter surface and subsurface coal mines.
- Waterway crossings, specifically the White River
- Railroads in the area include CSX, Norfolk Southern and Dubois County Railroad.

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- Review previous study of Mitchell to Paoli to French Lick for impact information
- Growth and development limitations in the vicinity of CRANE need to be considered.
- Access on and off is important, but cross-connectivity access considerations are just as important relative to impacting the human environment
- Coal mining impacts need to be considered on routes such as 3A and 3B.
- Consider cave impacts to the east

Key Questions / Answers

- Given the unique set up of this project, should the route selection process consider the potential to raise additional private funds? *Noted question with no actual answer. A point of clarification was made stating that if this project received a Record of Decision and eventually to construction, that construction would not be contingent on local funding (private or public).*

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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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