

copies of the maps to review with the counties and towns in their area. Both hard and electronic copies of the maps would be provided to SIRPC.

Review of the November 2009 adjustments to the Major Moves Program

In late 2009, INDOT made adjustments to the Major Moves Program to reflect Indiana's changing economic environment and to take advantage of more favorable construction pricing where project delivery costs had been declining. The INDOT Planning staff provided an update regarding changes to the Major Moves Program in the SIRPC planning area.

- Corridor #89, added travel lanes on SR229 from I-74 to the bridge over Salt Creek in Batesville had been completed.
- Corridor #173, added travel lanes on SR 62 from the SR66 east junction to the bridge over Big Clifty Creek in Madison had been let.
- Corridor #399, an interchange modification project at I-74 and US 421 in Greensburg (near the new Honda plant) had been completed.
- Corridor #259, added travel lanes/connector on US 50 from US 31 to east of North Vernon had originally been listed with a proposed completion date of 2016. Under the revised Major Moves listing, this project was being accelerated to a new proposed completion date in 2014 with a focus on a northern North Vernon bypass connecting US 50 to SR 3. The project was progressing through the environmental phase for its development.
- Corridor #397, the bridge replacement on US 421 over the Ohio River connecting Madison, Indiana to Milton, Kentucky will be advanced to the 2012 -2013 time period. This project received partial funding under the American Recovery and Reinvestment Act of 2009, TIGER discretionary grant program.

Long-Range Transportation Needs and Priorities

A review of the projects listed in the INDOT 2007 Long-Range Plan for the Southeastern Indiana Regional Planning Commission area resulted in the following observations:

- LRP Project 262 in the 2007 plan - The US 50 corridor, from the east side of North Vernon to SR101 will continue to have future needs. Those needs will most likely be limited to a series of spot improvement projects such as intersection improvements, passing blisters and curve corrections.
- LRP Project 321 in the 2007 plan - The SR 250 new connector road through the proving grounds was listed as unfunded. While it's a local priority from an economic development standpoint, there are issues of ownership of the land in the vicinity of the former proving grounds.
- LRP Project 238 in the 2007 plan – The project was intended as an added travel lanes project on US 50 from Nowlin Avenue in Lawrenceburg. It was included as a funded project in the 2026 – 2030 of the 2007 plan. It was agreed that project remains will remain as a future need and should be shown as such. The Seymour District provided more details regarding developments along US 50 in the Lawrenceburg area. The INDOT US 50 Environmental Assessment/Corridor Study provided a series of recommendations, including adding travel lanes going from 4 to 6 lanes. This should be shown as a long-term need. Closer to Aurora, the study recommended the application of access management techniques.

- SIRPC noted that there may be future need for added capacity along SR 101 in Switzerland County in the vicinity of a new industrial park.
- Improvements that had been planned for SR 256 in Jefferson County had been downscoped from US 31 to SR 203 and beyond. Residents in the Town of Kent had voiced concerns about the impact of the improvements upon their town.

Other items of discussion

Since SIRPC is a one of the Regional Planning Organizations that is a grant recipient from the INDOT Rural Planning Program. The INDOT Planning staff asked SIRPC for a quick update regarding its transportation planning activities and SIRPC staff responded with an overview of the transportation planning activities that it was currently working on, including its traffic counting efforts.