



I-69 Evansville to Indianapolis Tier 2 Studies

Section 2 CAC Summary

Location: Section 2 Project Office

Date/Time: Wednesday, January 19, 2005

Subject: Preliminary Alternatives

Participants: 21 members attended the meeting. See attachment

Introduction:

Randy Perkinson opened the meeting and explained the agenda for the evening.

Agenda Item 1- Environmental and Cultural Resource Field Work Update

R. Perkinson summarized the current state of the fieldwork completed or started to date. These included a discussion about the architectural and historical, threatened and endangered species, preliminary review of wetland locations fieldwork as well as general field reconnaissance. Work on the evaluation of farmlands and hazardous waste sites have also begun.

Agenda Item 2- Preliminary alignment development

The PM explained the use of a computer software program that is being utilized on the project for route optimization. Information, including constraints (power lines) is fed into the program and with various data it can determine a preliminary alternative. Grade separation alternatives and interchange location constraints have been developed separately from the computer software analysis, and the challenges were discussed. This technical information was taken into consideration during the development of the preliminary alternatives.

Agenda Item 3- Review maps with preliminary alternatives – breakout sessions by County

Members were asked to break into three separate groups, organized by the three counties in Section 2 – Gibson, Pike and Daviess - for the remainder of the meeting to review the maps associated with the separate counties and to provide input.



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Gibson County

- The group agreed that it was very important that access across I-69 be provided at/near the intersection of 1050E and CR 000.
- They did not see much reason to keep 150N open, and recommended that it would be better to close it and keep open either 1150E or 50N instead. They did not like closing both 1150E and 50N in a row. They did admit that there would be very limited traffic on any of the three roads. Members felt it is okay to close 50S.
- The sheriff will check his call records, and drive the area again in light of our recommendations to see if he can spot any other problems that would be caused by our proposals.
- Other than as noted above, they were 100% in agreement with the road closure/overpass recommendations shown in the mapping.
- They were unaware of any other sensitive land uses that should be shown on our mapping.

Pike County

- Members identified Slick'em Hill Rd. as being 300 West instead. It was determined that the street changes names. Both names will appear on the map at the appropriate location.
- The members appeared in agreement that the interchange at Oatsville Road is not warranted.
- In discussing the intent to "mitigate" wetlands it was suggested that it would be desirable to have them "mitigated" or replaced within the County as opposed to in another County as often happens.
- Group expressed strong interest in having an interchange at SR 57 south of Petersburg. (It should be noted that the Pike County Economic Growth & Development Council, Inc. Executive Director, on behalf of the group's Board Members, submitted a formal letter supporting the reasoning why this group and



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other community organizations would prefer an interchange at SR 57 with supporting information. The organization stated that this interchange would support best the economic development goal of the I-69 project.)

- R. Hancock asked if agreements exist between the County and the coal mines ensuring roads that have been closed by the mines will be reopened at some time in the future. It was offered that there are such agreements and the project can get copies of the agreements for future use by contacting the Commissioners secretary, Barbara Wilson, and requesting copies.
- The group was asked their thoughts on the long-term use of the Flat Creek Youth Camp located on Co, Rd. 50W, and the response was that it would definitely stay as many church groups use it.
- Team asked if CR150 was one of the roads that could be reopened by the mines and the response was affirmative.
- Team asked the group how important Meridian Rd. was to the community. Response was that it is a very important road in the long-term and there are definitely plans to open it, re-establish it as a major County Rd. and resurface it once it has been returned to the County by the coal mining firm.
- Group seemed to have consensus on wanting an interchange at Route 61.
- Again it was discussed that an interchange at SR 356 would pose more of a safety issue with the location of the elementary school in Petersburg and the number of coal trucks that would be shifted to the area.
- The group desires that CR 475 be maintained. If it must be closed due to grade issues, then a connector road would be desirable for access between CR 475 and SR 356.
- Farm Bureau representative asked if the cost of crossing strip mines was really so expensive that the project had to instead cut across “good” land. RH responded that the team just doesn’t know that right now, but that it very likely would be cost prohibitive (to build across strip mines). The potential for settlement of reclaimed mine lands and the best method to control the settling is the unknown cost at this time.



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- Members proposed a new northern interchange on SR 57 at the north edge of Petersburg that they believe would address the desire of the city to get coal trucks out of Petersburg. A spur from SR 57 to the new I-69 would be necessary.
- The Farm Bureau representative explained that he farms 5 or 6 parcels in the area just south of the East Fork of the White River and that both preliminary alternatives cut diagonally across the parcels.

Daviess County

- CAC members told team members to be aware of erosion along the riverbank, though the problems are more upstream than in the location of the project. Probably not bad at CR 700.
- They suggested moving closer to property lines to avoid splitting the property in general.
- No issues identified on sheet 10 of 12.
- A member asked how someone would be able to avoid crossing a road that is the only way out during flooding. It was discussed that the county road may need to be improved to eliminate flooding that might leave people stranded.
- The suggestion was made that in crossing 125 E the team needed to be aware of flooding.
- One possible solution discussed was to leave 125 E open and raise flood prone areas.
- Connecting US 50 to I-69 along an existing county road would require improving county roads to handle extra traffic and weight.
- Group indicated they did not want a 2nd interchange in N. Veale or S. Washington Township because of the changes to the character of the area it would cause and because there are not utilities there to support any development that would likely occur.
- Members indicated they really liked the connection of CR 150 with SR 257 as it is perceived that the connection would be safer than the existing. They also felt the Veale Creek Church would also like the connection.



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Conclusion and Action Items:

At the end of the meeting the three engineers that were positioned at each table summarized the discussion that took place at their respective table.

R. Perkinson provided members with the details of the public meeting on Wednesday, February 2, 2005 and encouraged members to attend.

The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.

This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project manager's attention, Randy Perkinson.

Attachment



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Section 2 CAC Meeting #2 Attendance
January 19, 2005

CAC Member Organization	Representative
Daviess County Indiana Growth Council	Ron Arnold
Daviess County Chamber of Commerce	Charles Selby
Washington Community Schools	Paul Goss
Pike County Farm Bureau	Larry Adams
Pike County Chamber of Commerce	Alycia Church
Pike County Economic Growth and Development	Paul Lake
Pike County EMA	Ernie Hume
Pike County Board of Commissioners	Mark Flint
Pike County School Corporation	John Thomas
East Gibson School Corporation	Lynn Blinzinger
Patoka River National Wildlife Refuge	Bill McCoy
Gibson County Farm Bureau	Jeff Ford
Daviess County Sheriff's Department	Chief Deputy Steve Cox
Daviess County Board of Commissioners	Larry McLin (Hwy. Dept.)
Oakland City	Mayor Hugh Wirth
Petersburg Ministerial Fellowship	Paul Newton
4 Rivers Resource Conservation and Development	Judy Gray
Tri-CAP EOC	Jane Chappell
Hoosier Voice for I-69	Joe Dedman
Gibson County Board of Commissioners	Sherrell Marginet
Gibson County Sheriff	R. Allen Harmon

Project Team	Representative
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) <i>Project Management Consultant for corridor (PMC)</i>	Nicole Minton Jim Dittoe (Winning Communities)
Hannum, Wagle & Cline Engineering <i>Project Management for Section 2</i>	Randy Hancock
Jacobs Civil, Inc.	Randy Perkinson Joe Leindecker Denise Zerillo