



I-69 Evansville to Indianapolis Tier 2 Studies

Section 3 CAC Summary

Location: Washington, Indiana

Date/Time: 1/12/2005 1:30 PM

Subject: Purpose and Need, Preliminary Alternatives/Access, and Local Issues

Participants: See attachment

Introduction: David Pluckebaum (Section 3 Project Manager) introduced project team members from The Corradino Group, Bernardin-Lochmueller, INDOT, and FHWA. CAC members introduced themselves and were given a USGS topographic map of the corridor. David Pluckebaum went over the activities done to date including fieldwork and public involvement.

David Pluckebaum then went over the agenda for the meeting and showed a PowerPoint presentation.

Agenda Item 1- Purpose and Need:

David Pluckebaum went over the Purpose and Need from the Tier 1 Study. The Purpose and Need and the Goals from Tier 1 will carry over to the Tier 2 Studies. Tier 2 will look at important local goals and issues for the Section 3 area including maintaining local road access, improving access and reducing travel time within the region, improving access to local industries, jobs, and services, increasing travel safety, and providing opportunities for economic growth.

Important local issues include location of interchanges, location of overpasses and underpasses, splitting of farm ground, runoff into waterways, increased noise, potential cultural barrier, introduction of invasive species of plants, good highway signage, and financial impacts to the local transportation system.

Agenda Item 2- Engineering Assessment:

The engineering assessment will look at the costs of different alignments. Cost is just one of many factors that will be used to determine the alignment. A computer program called Quantm is being used to help create alternatives. This program creates several alternatives and can be programmed to avoid schools, cemeteries, historic sites, endangered species, and other resources. The program also looks at the cost of cut and fill areas in creating alignments.



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Agenda Item 3- Alternatives/Access:

Alternatives will be developed to promote the purpose and need and project goals, that are cost effective, that will consider the avoidance of resources, and that will minimize impacts. Access will be provided to perpetuate the existing transportation system.

An aerial map of the corridor was shown with several preliminary alignments on it. The maps also showed where proposed interchanges and grade separations (overpasses or underpasses) were recommended in the Tier 1 document. David Pluckebaum mentioned that grade separations have been an important issue in this community and asked for comments on their proposed locations. He said that interchanges typically cost from \$10 to \$20 million and grade separations typically cost from \$1 to \$2 million. In some areas access roads might be built to connect a road that is close to another road that will have a grade separation.

While showing the corridor and proposed access recommendations, David Pluckebaum mentioned that a possible alternative to an interchange at SR 58 would be to extend SR 57 south one mile from its existing location and moving the proposed interchange at SR 58 north one mile so that the interchange would be closer to Elnora and further from the High School.

A CAC member asked why the corridor is narrower south of Newberry, and wondered how wide the corridor is in that spot. It was answered that the approved corridor was made narrower in that area to avoid the presence of First Creek and the excess amount of moisture in the area. It was also added that the corridor is about 1,200 feet in the narrower area.

David Pluckebaum mentioned that he had received comments that the road to Mt. Nebo (100W/1100E) is more traveled than the road to the east of it (25W/1175E). Tier 1 indicated a grade separation was likely at 25W/1175E but did not show one at Mt. Nebo (100W/1100E). It was commented by a CAC member that 25W/1175E is gravel and that 100W/1100E is gravel in Greene County and mostly paved in Daviess County.

David Pluckebaum mentioned that he had received several comments that CR 700S/710S receives great use. It is the route from Newberry to US 231. A CAC member mentioned that CR 700S/710S is a critical road. David Pluckebaum said that every effort will be made to perpetuate that road. Relocating it a little may be a possible alternative. It was also suggested that it might be beneficial to straighten out US 231 in that area. Dave Cleveland mentioned that the project team will look at various interchange layouts/alternatives for US 231. In addition to CR700S/710S, there are wetlands, Doan's Creek and other issues in that area.



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A CAC member asked if an interchange at US 231 will mean new traffic routes to Crane. David Pluckebaum said there are no planned improvements on US 231 to the plant gate at present. It was noted, however, that this might change if traffic model results show US 231 could see an increase in traffic..

A CAC member wondered where the next proposed interchange to the south of US 50 (Section 2) will be. David Pluckebaum stated it is near Petersburg. Tony DeSimone (FHWA) stated that locations for interchanges south of US 50 are being studied. Another CAC member asked where overpasses south of US 50 were planned and if Troy Road was shown as having an overpass. David Pluckebaum located a map that showed the first proposed overpass south of US 50 was SR 257 and that Troy Road was shown as having a proposed overpass.

A CAC member asked if the project team has any comments on toll roads and mentioned that is how Kentucky pays for their interstates (editor's note: the toll roads in Kentucky are on some of the state's parkways and are not on any of its current interstates). David Pluckebaum said that the study is currently looking at where the road should go, not how it is going to be paid for.

A CAC member asked about receiving the slides from the PowerPoint presentation. David Pluckebaum stated that the maps on the PowerPoint presentation with preliminary alternatives on them would not be available until after the public meeting on January 25.

Agenda Item 4- Public Information Meeting:

The first public information meeting will be held on Tuesday January 25, 2005 at the North Daviess Elementary School. The Elementary School is next to the High School on SR 58. There will be signs to direct people to the meeting site at the school. The meeting will be from 5:30 PM EST to 8:30 PM EST with a presentation at 6:30 PM EST. CAC members are encouraged to attend and make comments.

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, David Pluckebaum.



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Attachment
Section 3 CAC Meeting # 2 Attendance
January 12, 2005

CAC Member Organization	Representative
Daviess County Highway	Larry McLin
Greene County Commissioners	Larry Hasler (and alternate Bob Weeks)
Elnora Town Council	Sara Eaton
Odon Town Council	Richard Cottrell
Montgomery Town Council	Mike Healy
Plainville Town Council	Richard Wade
Daviess County Growth Council	Darla Miles – Alternate
Daviess County Chamber of Commerce	Charles Selby
Greene Co. Economic Development Corp.	Charles Dibble
Conservation Club	Jerry Newkirk
Washington-Daviess County Airport	Bob Barron
Community Representative	Nick Graber
Town of Epsom	Kenneth Wagler
Greene County Farm Bureau	Randy Sullivan
Daviess Community Hospital	Jim Heckert
Greene County General Hospital	Randy Padgett – Alternate
Wabash Valley Human Services	Pamela Brooks
Hoosier Voices for I-69	Joe Wellman

Project Team	Representative
Federal Highway Administration (FHWA)	Tony DeSimone Shandrian Jarvis
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) <i>Project Management Consultant for corridor (PMC)</i>	Jim Dittoe (Winning Communities) Nicole Minton
The Corradino Group <i>Project Management for Section 3</i>	David Pluckebaum, P.M. David Cleveland Richard Ray Kevin Allison Ivan Howard