



I-69 Evansville to Indianapolis Tier 2 Studies

Section 3 CAC Summary

Location: Washington, Indiana

Date/Time: 7/12/2005 1:00 PM

Subject: Preliminary Alternatives/Access

Participants: See attachment

Introduction: David Pluckebaum (Section 3 Project Manager) introduced project team members from The Corradino Group and Bernardin-Lochmueller. CAC members introduced themselves and were given aerial maps of alternative alignments and interchange alternatives.

David Pluckebaum went over the agenda for the meeting and showed a PowerPoint presentation. David Pluckebaum then went over the activities done to date including public involvement, fieldwork, and the draft historic report.

Agenda Item 1- Engineering:

The preliminary alignments have been improved/ revised. The revisions are based on comments from the public, which have been gathered from the first public meeting, CAC meetings, the project office, and in the field. The revisions are also based on engineering standards and to reduce impacts. Preliminary locations and geometrics for interchanges as well as potential grade separations and frontage roads have been studied.

Agenda Item 2-: Environmental Document (Purpose and Need)

The Tier 2 Purpose and Need package has been sent to the resource agencies. Local needs identified included completing Section 3 of the I-69 project, improving personal accessibility and reducing travel time within the region, improving traffic safety, and supporting opportunities for economic growth.

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.



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Initially alternatives were developed with Quantm. These alternatives were shown at the first public meeting. We have since made small revisions to these alternatives based on public comments, engineering standards, and new information on environmental resources. The Quantm alignments were also straightened in some areas to follow property lines to lessen farm impacts and diagonal property splits. Alignments were tweaked away from resources such as a potential historic site, floodplains near Elnora, and creeks, forests, and wetlands near the US 231 area.

An aerial map of the corridor was shown with preliminary alignments on it. The maps showed where proposed interchanges and grade separations (overpasses or underpasses) were recommended in the Tier 1 document. Based on comments heard since the January public meeting Corradino is now studying two additional possible interchange locations. These are at CR 350N near the airport and at CR 1000N. For the CR 350N and CR 1000N interchange analysis a traffic model will be used to determine what amount of traffic would use the interchange and if they would have any merit.

Corradino is also studying where an interchange should be located in the Odon/Elnora area. Current options include at SR 58, CR 1400N, and CR 1500N. Only one of these options will be chosen. Whether SR 57 should be realigned from the curve at CR 1500N to straight south to SR 58 is also being studied. Various preliminary interchange alternatives for US 231 have also been developed.

David Pluckebaum mentioned that based on public comments CR 900N and the road to Mt. Nebo (100W/1100E) will be considered for grade separations. CR 900N serves the Epsom area. Dave added that if new grade separations are added others may be eliminated. For instance if CR 100W/1100E is added then CR 25W/1175E may be eliminated. Tier 1 indicated a grade separation was likely at 25W/1175E but did not show one at Mt. Nebo (100W/1100E). If a grade separation were added at CR 900N there would be four grade separations in a 2 1/2 mile area (CR 750N, CR 800N, CR 900N, and CR 1000N). A CAC member asked if Corradino will make recommendations on grade separations. Corradino will make recommendations but all final decisions are made by INDOT and FHWA. The CAC member mentioned that we are showing many grade separations in the CR 900N area and doesn't think that all will survive. Dave Pluckebaum mentioned that the area has a non-motorized population and there may be the potential for some bridges to have lower weight limits than normal.

A CAC member mentioned that the Washington area is split into two sections. Dave Pluckebaum said that both sections are coordinating with each other. Sections were created using major roadways for segments of independent utility. Nicole Minton mentioned that summaries of the CAC meetings for all sections are being put on the web. A CAC member stated that an interchange south of US 50 was being studied.



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Another CAC member stated that there should be an additional interchange either south or north of US 50 but that it is unlikely that Washington will receive two additional interchanges. Dave Pluckebaum mentioned that a traffic model will be used to see how much traffic and thus how much merit various interchanges would have. He suspects an interchange south of US 50 would have more traffic due to the lack of good connector roads between CR 350N/the airport area and the City of Washington.

Dave Pluckebaum mentioned that a strip mine will be started near the Antioch Cemetery and will likely be in the corridor around CR 350N. Project team members are coordinating with the mine companies. He also mentioned that there is a cluster of homes in the CR 500N to 550N area. There are also floodplains and wetlands near that area.

A CAC member asked if it would be cheaper if county roads were overpasses or if they were viaducts. Dave Pluckebaum mentioned that depends on the area including topography and environmental issues. However, it is usually cheaper for county roads to go over the interstate because there are fewer lanes of bridge structure that have to be built. Some possible exceptions are if the interstate is already elevated because it is going over a railroad or if a county road overpass would affect environmental resources or cause many relocations.

A CAC member asked who is responsible for county road bridges over an interstate. Dave Pluckebaum stated that INDOT would be responsible for repair and maintenance of those bridges.

Dave Pluckebaum stated according to the traffic model Section 3 will have the lightest traffic of any of the six I-69 sections. The proposed interchanges in our section will likely be diamond interchanges with enough space for loops to be added if needed. This could be changed to tighter diamond interchanges.

Dave Pluckebaum stated that there will be a rest area in our section. This will need both sewer and water service. Currently there is sewer and water service in the SR 58 area. Corradino will need to make sure there is enough capacity for a rest area. There could be a spacing issue with a rest area, an interchange, and railroad tracks in the Odon/Elnora area. A CAC member asked if a rest area is a benefit to a community. Dave Pluckebaum said that it would be a consistent customer for the utilities in the area but it could take some business away from businesses like a gas station if someone stops at the rest area instead of the gas station to use a restroom. A CAC member stated that a rest area could be a big benefit to a community. He said it could be incorporated with a visitor center. Many people look at leaflets for visitor attractions at rest areas. This could be good for the local economy. Dave Pluckebaum said we could propose to INDOT incorporating a rest area with a visitor center.



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Dave Cleveland mentioned that a wellhead protection area in the Odon/Elnora area is a potential issue for rest areas and interchange locations.

Dave Pluckebaum mentioned that interchange geometrics and environmental resources at the US 231 interchange are important issues. Also CR 710S is an important road in the area. US 231 will likely be straightened out at the location and will likely be four lanes through the interchange. SR 58/45 will “T” into US 231.

A couple of CAC members brought up issues with existing US 50. One asked if the existing US 50 bypass and old US 50 intersection will be improved. Another asked if improvements to US 50 going east towards Loogootee were being studied. Dave Pluckebaum mentioned that Section 2 will be looking at US 50 as part of their study.

Agenda Item 4- Public Information Meeting:

The second public information meeting will be held on Wednesday July 27, 2005 at the North Daviess Elementary School gym. The meeting will be from 5:30 PM EST to 8:30 PM EST with a presentation at 6:30 PM EST. By the public meeting date we hope to have some of the alternatives eliminated.

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 # 3 Attendance
July 12, 2005

CAC Member Organization	Representative
City of Washington	Dave Abel
Daviess County Economic Development Corp.	Ron Arnold
Washington-Daviess County Airport	Bob Barron
Wabash Valley Human Services	Pamela Brooks
Odon Town Council	Richard Cottrell
Elnora Town Council	Sara Eaton
Community Representative	Nick Graber
Montgomery Town Council	Mike Healy
Southern Indiana Development Commission	Nicole Like
Daviess County Highway Conservation Club	Larry McLin
Daviess County Chamber of Commerce	Jerry Newkirk
Hoosier Voices for I-69	Charles Selby
Community Representative	Joe Wellman
	Amos Wittmer

Project Team	Representative
Bernardin, Lochmueller & Associates, INC (BLA) <i>Project Management Consultant for corridor (PMC)</i>	Nicole Minton
The Corradino Group <i>Project Management for Section 3</i>	David Pluckebaum, P.M. David Cleveland Richard Ray Kevin Allison