



Meeting Minutes

CAC Meeting – Section 2

I-69 Section 2 Field Office
 804 South Industrial Park Drive
 Petersburg, IN
 Wednesday, October 27, 2004, 6:30 p.m.

CAC Members Attending:	Others Attending
Lynn Blinzinger, East Gibson School Corp.	Lyle Sadler – INDOT
Alycia Church, Pike Co. Chamber of Commerce	Eric Swickard, INDOT
Mayor Jon Craig, City of Petersburg	Carol Hood, BLA
Joe Dedman, Hoosier Voices for I-69	Daniel Townsend, BLA
Mark Flint, Pike Co. Brd. of Commissioners	Doug Davidoff, Davidoff PR
Jeff Ford, Gibson Co. Farm Bureau	Jim Dittoe, Winning Communities
Sheriff R. Allen Harmon, Gibson County Sheriff	
Bruce Hatton, Washington Community Schools	Randy Perkinson, Jacobs
Ernie Hume, Pike Co. EMA	Randy Hancock, HWC
Paul Lake, Pike Co. Economic Growth & Develop.	Denise Zerillo, Jacobs
Sherrell Marginet, Gibson Co. Board of Commissioners	
Bill McCoy, Patoka River National Wildlife Refuge	
Larry McLin, Daviess County Highway (for Steve Myers, Daviess Co. Board of Commissioners)	
Pat Pace, Tri-CAP EOC (for Jane Chappell)	
Chief Doug Young, Oakland City Police Dept. (for Mayor Hugh Wirth)	
Alternate Attending as Observer	
Brian Simpson, Pike Co. Chamber of Commerce	

Randy Perkinson opened the meeting with a Power Point presentation. The presentation reviewed for the group the process and decisions made in Tier 1, and outlined the tasks that the Section 2 team will be working on during Tier 2. An overview of the CAC role and function was provided.

After the brief presentation the group was asked to assist the team by discussing some of the issues and concerns expressed to each member by their respective group or organization members and the public.

Issues and Concerns Identified

- Local Road Treatments - Access to the interstate and getting emergency vehicles across the new freeway was a concern expressed for Fire, Police, EMS services
- Fire/Police/EMS coordination will be needed between new territories that will be created by the interstate. Currently fire stations are based on township limits
- Drainage issues – Gibson County currently has areas south of I-64 that have existing problems with drainage. This is a concern in Pike County as well. Team



was asked to evaluate impact on existing systems and minimize negative impacts. The team responded that drainage was something that would be investigated

- Look at the infrastructure demands that will be created outside of the project corridor limits as a result of the new highway
- Sewer/water upgrades or new facilities will be needed to serve the proposed interchange areas
- CAC members discussed the need to upgrade utility services and the Consultant explained that adequate space for expansion of utility services within new R/W would be a part of this project
- Provide adequate room for towns located close to the proposed route to grow.
- The team was asked about the status of early property buying by INDOT for the project and members told of at least one known instance in Pike County
 - The response was given that this is a unique situation, but that it is not necessarily related to the alignment of the route.
 - Some property owners located within Patoka Nat'l Wildlife Refuge have proposed to sell property to the Refuge. Bill McCoy has directed these individuals to contact INDOT, due to "4f" requirements
- Natural gas pipeline easements currently provide free gas for property owners. Property owners have expressed concern about how they would be compensated for this "right" if property was needed for the project.
- The group asked about the process for applying for the economic development grants that will be administered by INDOT. They were told to contact Steve Smith at INDOT 317-232-5646
- School bus routes will be impacted in all three counties. As the drivers are paid via their contract based on mileage, the extra mileage required will impact annual school transportation budgets. They were told that we will need to coordinate with each school district to insure minimal disruption
- The question was raised about how the decision if a secondary road will go under or over the new freeway and how interchange locations and types of interchanges are decided. Those decisions won't be made for some time until more information is known about traffic counts, input from the various jurisdictions and some of the environmental work has been completed
- The existence of hazardous materials was discussed and the team explained that we are aware of pipelines and other sources for hazardous materials and told the group that those would be investigated as part of the study
- Asked if we would be able to build over underground storage areas the team acknowledged that those would be identified and that decision would be made later
- Farmers are concerned about how farms are split. The study team will try to minimize diagonal splits and land locks and will try to work with property owners to limit impacts on farm operations
 - It was noted that it would be helpful if drainage tiles were identified for the team early



I-69 CORRIDOR TIER 2 STUDIES

Evansville to Indianapolis

- With several railroads in the study corridor, how it is decided that the road will go over or under the tracks was questioned. While it would depend upon each situation, generally the road would go over the track and the team will be contacting the railroads later to discuss
- Concern was expressed about runoff at the causeway crossing and the group was told that would be something the team will work to avoid in the design
- There being no further questions, the schedule for future meetings was discussed. Wednesday was the best day for the most members and the next meeting would be scheduled for January, with notices going out later