

Southeastern Indiana Regional Planning Commission IPOC Consultation Meeting
9:30 AM, Wednesday, May 10th, 2006
SIRPC Offices, Versailles, Indiana

Attendees: Frank Baukert, INDOT Steve Smith, INDOT
Dana Riddle, SIRPC Patty Jackson, SIRPC
Mary McCarthy, SIRPC Kathy Kelly, SIRPC
Julie Berry, SIRPC

- Steve Smith, the manager of the INDOT Long Range Planning Section, began with a brief introduction. He said that the purpose of the meeting was to get the input of our local planning partners on the projects that are candidates for the 2016 year of the INDOT 10 Year Construction Plan also known as Major Moves. INDOT also wanted input on the projects in the 2017-2020 portion of the INDOT Long Range Plan to ensure that when we meet again in one year, we will have the best set of candidates for 2017. INDOT also wanted assistance with scoring projects under Indiana Planning Oversight Committee (IPOC) process. Finally, we wanted to discuss changes to INDOT's corridor hierarchy system and the implementation of an access management policy.
- Steve began by asking the attendees what they considered to be the most pressing transportation need for their region. They identified that need as a replacement for the US-421 Bridge over the Ohio River between Madison, IN and Milton, KY. This project is one of the 2016 IPOC candidate projects.
- The existing US-421 Bridge is in deteriorating condition and is functionally obsolete. Also, both bridge approaches have geometric deficiencies. This is the only Ohio River Crossing serving the Madison/Jefferson Co. area. The nearest crossings are the I-65 Bridge in Louisville and the Markland Dam near Vevay.
- The various options that were being looked at were discussed including a site adjacent to the existing bridge as well as new alignments east and west of Madison. The downtown Madison had been identified as an historic preservation district. This limits potential Right-Of-Way (ROW) for correcting the approach issues. The RPO staff also mentioned that local residents were concerned that elevated approaches would have a negative impact on the town.
- The consensus favored alternatives that could be implemented quickly. There was concern that a delay would result in weight restrictions being placed upon the bridge which would adversely affect the RPO's efforts to attract industry to this region.
- The transportation need with the next highest priority was the US-50 corridor. This included widening of the two lane sections, improvement within Versailles, a bypass of North Vernon, and a solution to the congestion in the Aurora/Lawrenceburg area.
- It was noted that the INDOT Long Range Plan called for upgrading US-50 to a minimum of 4-lanes. Two sections from US-31 to, and through, North Vernon were already in the 10 Year Construction Plan. A reconstruction project through Versailles which would add a median-turn lane was in the 10 Year Preservation Plan.
- A bypass of North Vernon was discussed. The RPO staff favored a northern alignment since this would benefit the Lowe's distribution center there.
- The Muscatatuck Urban Training Center was also mentioned as a user for a future bypass. The RPO had been told by the State Adjutant General, MG Martin Umbarger, that the state had plans to expand operations there. This would require frequent movement of heavy equipment, military convoys, and a large increase in commuter traffic.
- Frank Baukert went over a list of projects focusing on the ones located in southeast Indiana. The list showed which projects were let, already in Major Moves, candidates for inclusion in 2016, or lay in the 2017-2030 timeframe. INDOT was considering making a change to its plan by no longer

- showing reconstruction or median construction projects in its plan. This was being done to avoid confusion. Those projects which would not be shown were also indicated on the list.
- The SR-250 extension connecting SR-7 and US-421 was identified as another important project. This project is currently in Major Moves. It would restore a connection that the establishment of Jefferson Proving Grounds had destroyed and assist the local agency's redevelopment efforts.
- A list of the 2016 IPOC candidate projects was distributed showing the preliminary scores for mobility and congestion relief. It was explained that these criteria represented a small part of a project's overall score. Economic Development and Customer Input were also contributed a significant number of points. The RPO was invited to provide documentation showing customer input and economic impact.
- INDOT's Small Urban and Rural Transportation Planning Assistance Program was discussed. The RPO suggested that the program incorporate more flexibility. In the past, the RPO had conducted traffic counts in response to the needs of local governments. The new program focused on creating a systematic counting program that would periodically count all of the roads in a given county. It was recommended that the RPOs be allowed to conduct additional on-demand counts.
- The Lawrenceburg Grant program was discussed. Lawrenceburg was setting aside \$10 million for economic development projects throughout southeastern Indiana.
- There was some discussion of the US-421 interchange on I-74 near Greensburg and the need to upgrade it to a full interchange. There had been rumors of a major industrial development taking place along I-74 in either Greensburg or Batesville. The RPO staff had heard the same thing but couldn't provide any additional information.
- The need to upgrade US-50 through Versailles was discussed. The RPO staff noted that rear-end collisions were a frequent occurrence on US-50 in front of their office. The reconstruction of US-50 from US-421 junction to US-421 junction was discussed. This project was in Major Moves as a preservation project. It would reconstruct US-50 with uniform lane widths, a median-turn lane, and other safety improvements.
- Steve Smith discussed the changes to INDOT's Mobility Corridor System. Based upon the recommendations from the Central Indiana Suburban Transportation and Mobility Study (CISTMS), a proposed new corridor connecting I-74 & SR-46 near Greensburg with I-69 between Anderson and Muncie. This corridor would be located between SR-9 and SR-3. The CISTMS Study characterized this project as "a solution in search of a problem." The recommendation was to remove the corridor from the system, designate SR-3 as a Statewide Mobility Corridor, and focus future efforts to improving this facility. Also, CISTMS recommended changing the SR-44 regional mobility corridor south of Indianapolis so that it ran northwest from Franklin along SR-144, including a new connection between SR-135 and SR-37. In conjunction with these changes, INDOT was adopting a new access management policy manual which attempted to link the mobility corridor system with access management. INDOT had hired a consultant to develop a draft policy. Copies of it were distributed and the RPO was asked for their input.