



## INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

### News Release

#### FOR IMMEDIATE RELEASE

December 17, 2012

### **Preferred Alignment Selected for U.S. 50 North Vernon Bypass**

*Alternative 6D will complete bypass, connect at Deer Creek Road*

NORTH VERNON, Ind. - The Indiana Department of Transportation (INDOT) has identified Alternative 6D as the preferred alignment for the eastern section of the U.S. 50 Bypass. The new roadway will begin at SR 3 where the western section of the bypass, currently under construction, will terminate. Alternative 6D takes a generally southeasterly route, crossing the Muscatatuck River south of Selmier State Forest and connects to existing U.S. 50 near Deer Creek Road.

Alternative 6D was selected because it best meets the project's purpose and need: cost-effectively addressing congestion and safety concerns on existing U.S. 50 and supporting the community's economic development goals, while minimizing impacts to the natural and built environment. The project has benefited from broad community support and INDOT appreciates the constructive input received to date.

"We understand the importance of this project to the North Vernon and Jennings County communities," said Jim Earl, INDOT's project manager. "The close coordination with stakeholders through our Community Advisory Committee, the public information meeting and numerous small group meetings guided the decision making process and ultimately will make the project better for both INDOT and the community. We look forward to continuing this relationship through final design and completion of the bypass."

Based on the preliminary design, INDOT anticipates that Alternative 6D will have the following impacts:

- 17 residential relocations
- 1 business relocation
- 17 acres of wetlands
- 3,300 linear feet of streams
- 38 acres of forest habitat

As the project team continues to refine the alignment and design details, they will work to reduce these impacts, as well as reducing the cost of construction to the extent practical. Details such as the design and location of intersections will also be determined during this process. Besides intersections with SR 3 (where the west section of the bypass terminates), and existing U.S. 50 near Deer Creek Road, the bypass will include an intersection at CR 75 W, within the City's planned industrial park area. INDOT is still evaluating the appropriate treatment of the bypass's crossing of CR 20 W; this could include an overpass, underpass, or an intersection.

"INDOT's goal is to meet the triple bottom line: fiscal responsibility, community quality of life, and commitment to a better environment," Earl said. "We will continue to work with the local community, as well as state and federal agencies to ensure that the project meets these principles."

Over the next few months, INDOT will be preparing an Environmental Assessment (EA) document, which will summarize the analyses completed to date and the decision making process. Following its publication in February 2013, INDOT plans to hold a public hearing on the project in March 2013 to gather additional input from the public. Following final approval of that process by the Federal Highway Administration, the project will move into the final design phase.

Now that the preferred alignment has been identified, INDOT will also begin a series of additional field investigations and surveys. INDOT will continue to notify property owners that requested notification prior to such field staff entering property. Property owners who wish to request notification of future activities are asked to contact Dan Prevost at 317-616-1017 or INDOT's Seymour District at 877-305-7611.

A graphic showing the preferred alignment along with other information has been posted to the project's website: <http://US50NorthVernon.indot.in.gov>. The public can also receive updates via INDOT's social media sites: [www.facebook.com/INDOTSoutheast](http://www.facebook.com/INDOTSoutheast) and <http://twitter.com/INDOTSoutheast>.

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