



MID-STATES CORRIDOR

APPENDIX GG – MANAGED LANDS IMPACT ANALYSIS

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for

Indiana Department of Transportation

Mid-States Regional Development Authority

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Prepared by

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MANAGED LANDS IMPACT MAPS & DESCRIPTIONS

Introduction

The purpose of this appendix is to provide details regarding the potential managed lands impacts by each alternative. The summary paragraph in **Section 3.27.5** provides an overview of potential managed lands impacts. The figures and tables in this appendix detail each potential managed lands impact.

As identified in Volume 1, managed lands are public or privately-owned land that is managed for stewardship, conservation and preservation. Managed lands include outdoor recreation facilities, publicly managed lands and private properties whose owners participate in conservation management programs.

As described in **Section 3.27.2** data for managed lands impacts analysis were obtained from the United States Fish and Wildlife Service (USFWS) Hoosier National Forest (HNF) District Ranger and the Indiana Department of Natural Resources (IDNR) Natural Heritage Data Center Coordinator. Additional data were obtained from IDNR Bicentennial Nature Trust, The Nature Conservancy (TNC), Sycamore Land Trust, Indiana Karst Conservancy and Indiana Land Trusts.

Summary of Managed Lands Impacts

Managed land impacts are summarized in **Section 3.27.3**. **Figures 1-33** show a map of each potential impact. Detailed calculations showing these impacts by Section, Alternative or type are provided in **Tables 1-10**. These impact breakdowns show:

- Managed Land Impacts by:
 - Alternative
 - Facility Type
 - Section 2 Corridor
 - Section 3 Loogootee bypass (if applicable)
 - Type of managed land (Classified Forest, Wildland, IDNR Managed Land, NRCS Easements and TNC Land)
 - Lands within 500 foot and 1,000 foot buffer of potential right-of-way
 - Local improvements
- Trail Impacts by:
 - Type (Open, Planned and Under Development)
 - Trails within 500 foot and 1,000 foot buffer of potential right-of-way



- Local improvements

The following potential impacts to managed lands were identified:

- Managed Lands

- Managed lands that are within the at least one alternative's working alignment include:
 - **Martin State Forest** – This property contains 26 campsites and offers hunting and picnicking areas. Three lakes, Martin Lake, Hardwood Lake and Pine Lake, are open to fishing. The Hoosier Woodland Arboretum offers trails and tours. Multiple hiking and mountain bike trails totaling seven miles exist on the property as well. The analysis identified between 27 and 35 acres of potential impacts by Route M. (**Figure 20**)
 - **Daviess-Martin County Park (West Boggs)** – This park is owned and managed by Daviess-Martin Joint County Parks and Recreation Department and is open to the public. The park has been self-sufficient since 1996 and does not use tax money to operate. The park features a fishery, a beach area, playground, camping and trails. The analysis identified less than 1 acre of impacts by Route P. (**Figure 9**)
 - **WRP Huntingburg** – Impacted Wetland Reserve Program (WRP) properties were identified for Routes C, M, O, and P. The Super-2 variations for these four alternatives would each impact approximately 4.5 acres and the expressway variations would each impact approximately 10 acres. (**Figure 32**)
 - **Highway 37 WRP** - Impacted Wetlands Reserve Program (WRP) properties were identified for Alternative M and are less than one acre for both the Super-2 facility and the expressway facility types. (**Figure 16**)
 - **Indiana Forest Bank Fee** - Private forest owners work with the Forest Bank to receive guaranteed annual payments based on their properties' standing timber. The Forest Bank preserves biodiversity using environmentally sound methods, while also yielding reasonable economic return to landowners. The Forest Bank provides and protects rural viability, landscape and scenery, biodiversity, water viability, soil quality, resilience to natural hazards and climate regulation with carbon storage. The analysis identified between five and six acres of impacts by Route P. (**Figure 17**)
 - **Martin County Fairgrounds** – This is a publicly owned facility and is partially occupied by a Purdue Extension Service for research and public education. The corridor for Route M has been reduced at this location to avoid potential impacts. Inconsistencies with parcel boundaries are present and potential right-of-way acquisition of less than a quarter acre may be required at the periphery of the property; however, avoidance is anticipated once actual boundaries are determined (**Figure 33**).



- Additional managed lands that are within a 500 or 1,000 foot buffer of at least one alternative's potential right of way include:
 - **Barnes-Seng (Jasper Marsh) Wetland Conservation Area** - This area is owned and managed by the Indiana Department of Natural Resources and consists of approximately 180 acres of deciduous forest intended for wildlife habitat. (Figure 1)
 - **Crane Naval Weapons Support Center** – Naval Surface Warfare Center, Crane Division (NSWC Crane) aids the Naval Sea Systems Command in Washington, D.C. with technical support for electronics and weapons. It is the third largest naval installation in the world and employs over 3,800 employees. (Figure 9)
 - **Mt. Calvary (Martin County) Wildlife Management Area** – This area is publicly owned and offers bird watching and hunting near Loogootee. (Figure 9)
 - **Buffalo Pond** – Buffalo Pond is a Southern swamp forest that offers hunting and fishing. (Figure 12)
 - **Sultan's Run Golf Course** – This 224 acre golf course near the City of Jasper is open to the public. (Figure 12)
 - **Hoosier National Forest** – This forest near the City of Bedford has four sections totaling 202,814 acres and is operated by the United States Forest Service. Much of the forest includes karst features. The forest contains a trail system of nearly 266 miles and offers camping, cabins, hiking, horseback riding and fishing. (Figure 28)
 - **Huntingburg Municipal Park** – This 40 acre city park has a swimming pool, picnic areas, shelters, a playground, baseball fields, tennis, volleyball courts, basketball courts and a 1.5 mile walking trail. It is located on Cherry Street in Huntingburg and is open to the public. (Figure 32)
- **Local Improvements**
 - **Barnes-Seng (Jasper Marsh) Wetland Conservation Area** - This area is owned and managed by the Indiana Department of Natural Resources and consists of approximately 180 acres of deciduous forest intended for wildlife habitat. (Figure 1)
- Classified Forests
 - Classified forests that are within the working alignment are at the following locations:
 - 3143 W Co Rd 775 N
 - 3099 W Co Rd 800 N
 - 3371 W Co Rd 775 N



- 10516 Mt. Olive Road
- 6736 W Co Rd 10 S
- 6109 W Co Rd 250 N
- 430 N Trainer Lane
- 435 E 190 N
- 469 E 190 N
- 3333 E 725 N
- 8734 N 400 E
- 3564 E 725 W
- 8518 N 400 E
- 8857 N Crystal Road
- 11449 W State Road 56
- 14825 N US Highway 231
- 14020 N US Highway 231
- 13998 N US Highway 231
- 21873 Kent Farm Road
- 10015 E State Road 56
- 1407 W 31st Street
- Additional classified forests that are within the 500 or 1,000 foot buffer include various parcels near:
 - 10 S, 25 S, 75 S, 175 S, 275 S, 375 S and 400 S
 - 130 W, 150 W, 200 W, 400 W, 625 W, 650 W, 675 W and 725 W
 - 100 N, 190 N, 250 N, 400 N, 420 N, 500 N, 600 N, 725 N, 750 N, 775 N, 800 N, 825 N, 900 N, 950 N, 1475 N and 1650 N
 - 175 E, 350 E, 400 E, 750 E, 900 E, 960 E, 1180 E and 1350 E
 - Mt. Horeb Road, Hidden Valley Lane, Old Huntingburg Road, US 231, Old State Road 64, Beard Road, Brooks Bridge Road, Cale Road, George Lane, Bear Hill Road, State Road 450, Sulphur Hollow Lane, Mt. Olive Road, County Pike Road, Gorge Road, Cherry Street, Bussinger Lane, Calvary Road, Crays Lane, Lyon Lane, Dover Hill Road, D H Gate Road, Witt Road, Rama Dye Road, Brett Road, Hart Road, Cherry Road, Isaacs Road, US Hwy 50, Gibson Road, State Road 64, Kellerville Road, Meridian Road, State Road 164, Hickory Grove Road, Hillham Road, State Road 56, Oolitic Road, State Road 158, Highway 37, Vista Drive, State Road 45, State Road 231, State Road 558, Kent Farm Road, Jenkins Road, Dillman Road, Indian Springs



Road, Cuzco Road, Haysville Road, Mobley Road, State Road 145 and Deerwood Lake Road

- Local Improvements
 - State Road 450/Williams Road, Bedford
 - N 960 E, Dubois
- Wildlands
 - Wildlands that are within the working alignment include the following parcels:
 - 15000 N 1350 E. This wooded property lies just west of the County Road 200 E boundary of Crane Naval Weapons Support Center.
 - Additional wildlands that are within the 500 and 1,000 foot buffer include various parcels near:
 - 500 W and 400 W
 - 425 N, 825 N and 900 N
 - 575 E and 750 E
 - Dover Hill Road, State Road 56, Graded Road and Keith Road
- Trails
 - Trails that are within the working alignment include the following:
 - **Milwaukee Road Trail** - The Milwaukee Road Trail is a 10.9-mile public trail near Bedford. The trail is open to the public and is for hikers of all skill levels. Currently the trail system connects Bedford with Indian Springs, but additional trails have been proposed. The analysis identified between 502 and 556 feet of impacts by Route M to this proposed section. **(Figure 21)**
 - **Loogootee Trail System** - The proposed plan for the public trail system is to assist with further development of recreational and leisure facilities. The trails are an effort to increase attractiveness to Martin County and the Hoosier Uplands Region for workforce development. The plan is not final but is used as a guide to create diverse and universal facilities that will impact all citizens of Loogootee. The trail will be owned and managed by the Loogootee Park Board and the City of Loogootee (Loogootee, Indiana Parks and Recreation Master Plan 2021-2025). The analysis identified 294 feet of impacts by Route P to this proposed trail. **(Figure 19)**
 - **West Boggs Park Trails** - This park is owned and managed by Daviess-Martin Joint County Parks and Recreation Department and is open to the public. The park has been self-sufficient since 1996 and does not use tax money to operate. The park features a fishery, a beach area, playground, camping, and trails. The analysis identified less than one acre of impact by



Route P on the park, but impacts to the trails at West Boggs Park are not anticipated. (**Figure 19**)

- Additional trails that are within the 500 and 1,000 foot of an alternative right of way include the following:
 - **West Baden French Lick Trails** – West Baden Trails at French Lick Resort are made up of five separate trails of varying difficulty totaling 12.6 miles. One of the trails, Ferguson Trail, is paved. Bird watching and hiking tours are common along these trails. (**Figure 6**)
 - **Jasper Multi-Use Pathway** – This 2.1 mile pathway includes a riverwalk and shelter houses and offers fishing, boat access, grills and a playground along the Patoka River. (**Figure 12**)
 - **Dave McIntyre Trail** – This trail is a 1.9 mile loop near the City of Bedford featuring a forest setting and moderate hiking difficulty. (**Figure 16**)
- **Trails impacted by the Local Improvements**
 - **Loogootee Trail System** - The proposed plan for the public trail system is to assist with further development of recreational and leisure facilities. The trails are an effort to increase attractiveness to Martin County and the Hoosier Uplands Region for workforce development. The plan is not final but is used as a guide to create diverse and universal facilities that will impact all citizens of Loogootee. The trail will be owned and managed by the Loogootee Park Board and the City of Loogootee (Loogootee, Indiana Parks and Recreation Master Plan 2021-2025). The analysis identified between 736 and 798 feet of impacts by Route P to this proposed trail. (**Figure 19**)
 - **Jasper Multi-Use Pathway** – This 2.1 mile pathway includes a riverwalk and shelter houses and offers fishing, boat access, grills and a playground along the Patoka River. (**Figure 12**)

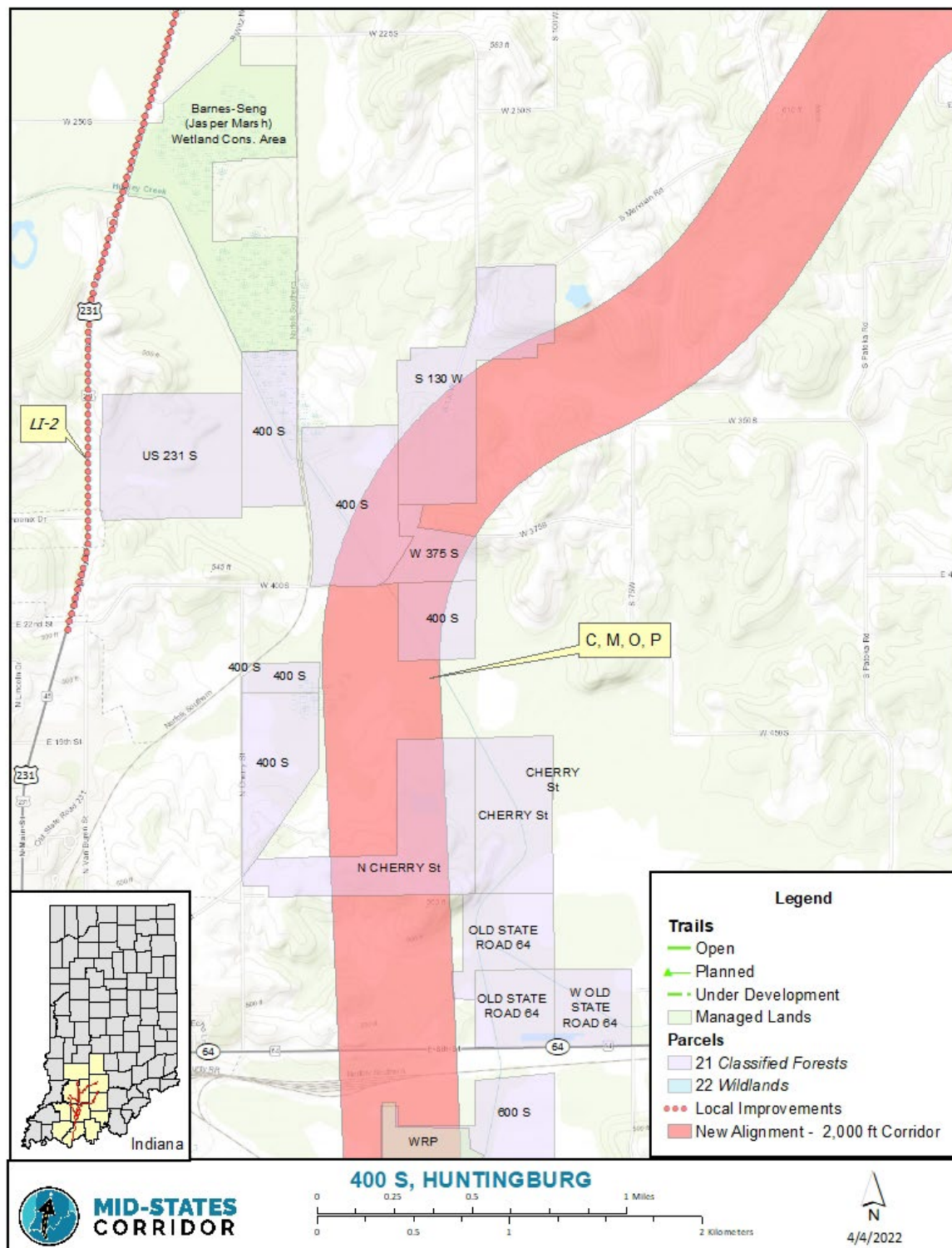


FIGURE 1: MANAGED LANDS IMPACTS AT 400 S, HUNTINGBURG

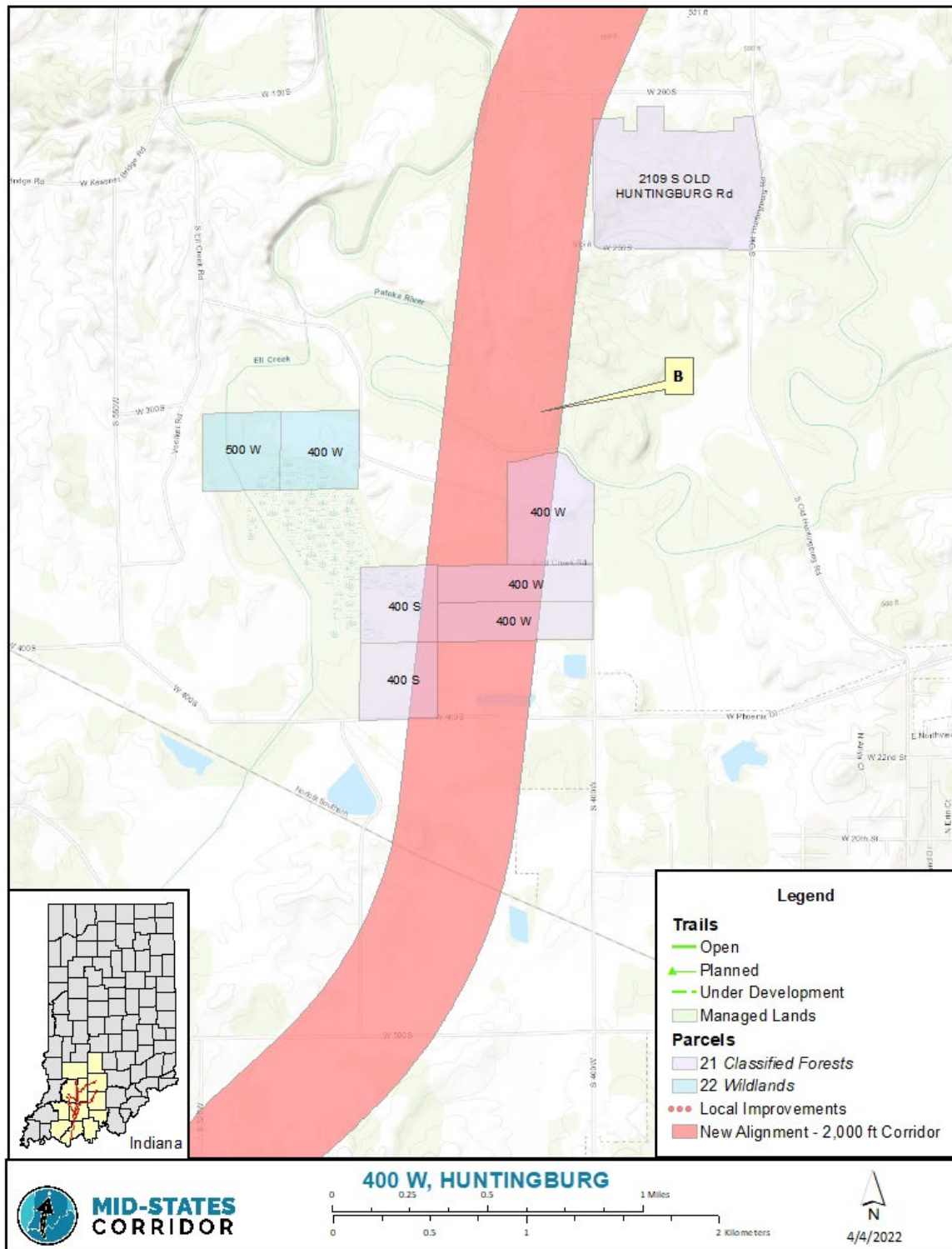


FIGURE 2: MANAGED LANDS IMPACTS AT 400 W, HUNTINGBURG

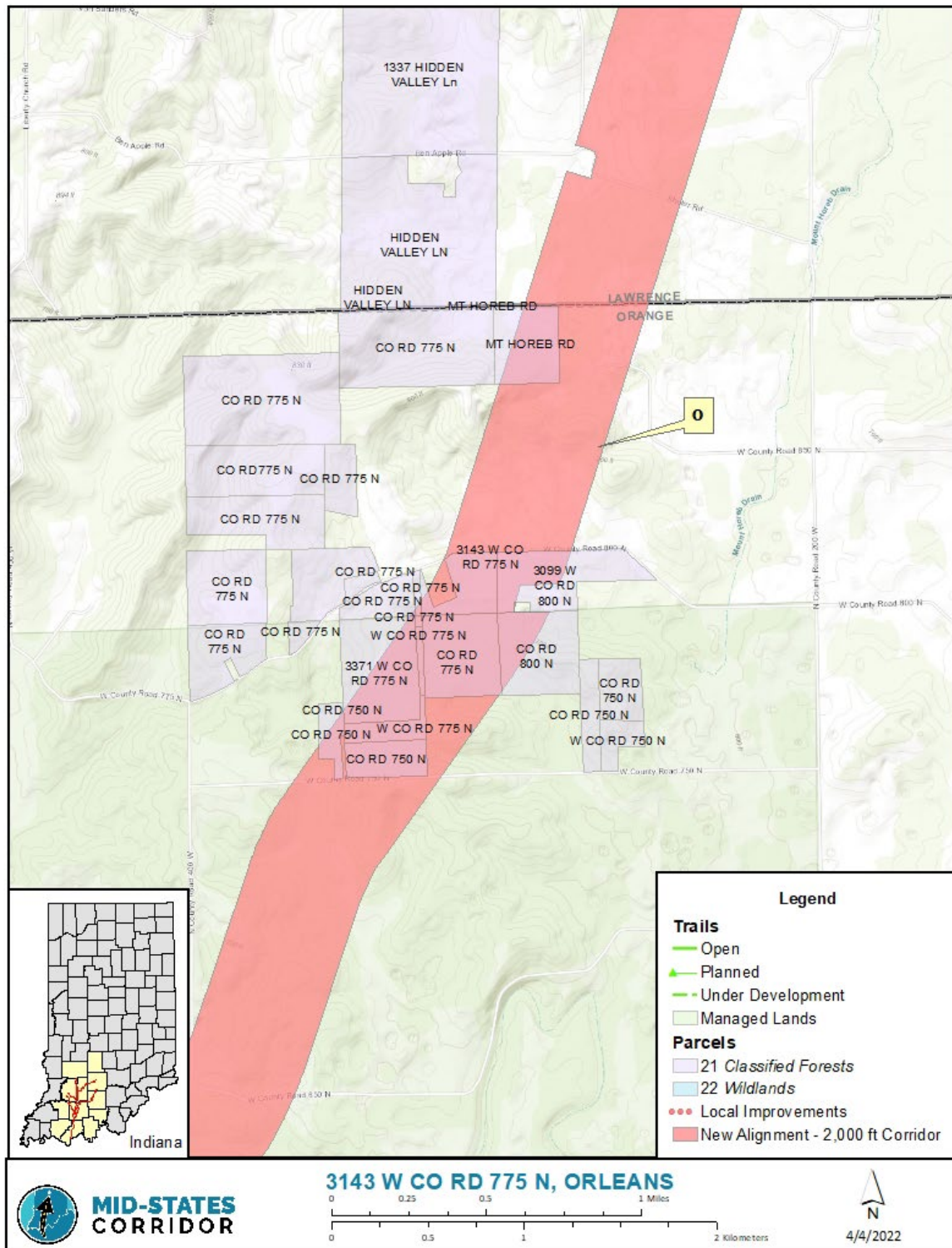


FIGURE 3: MANAGED LANDS IMPACTS AT 3143 W Co. Rd. 775 N., ORLEANS

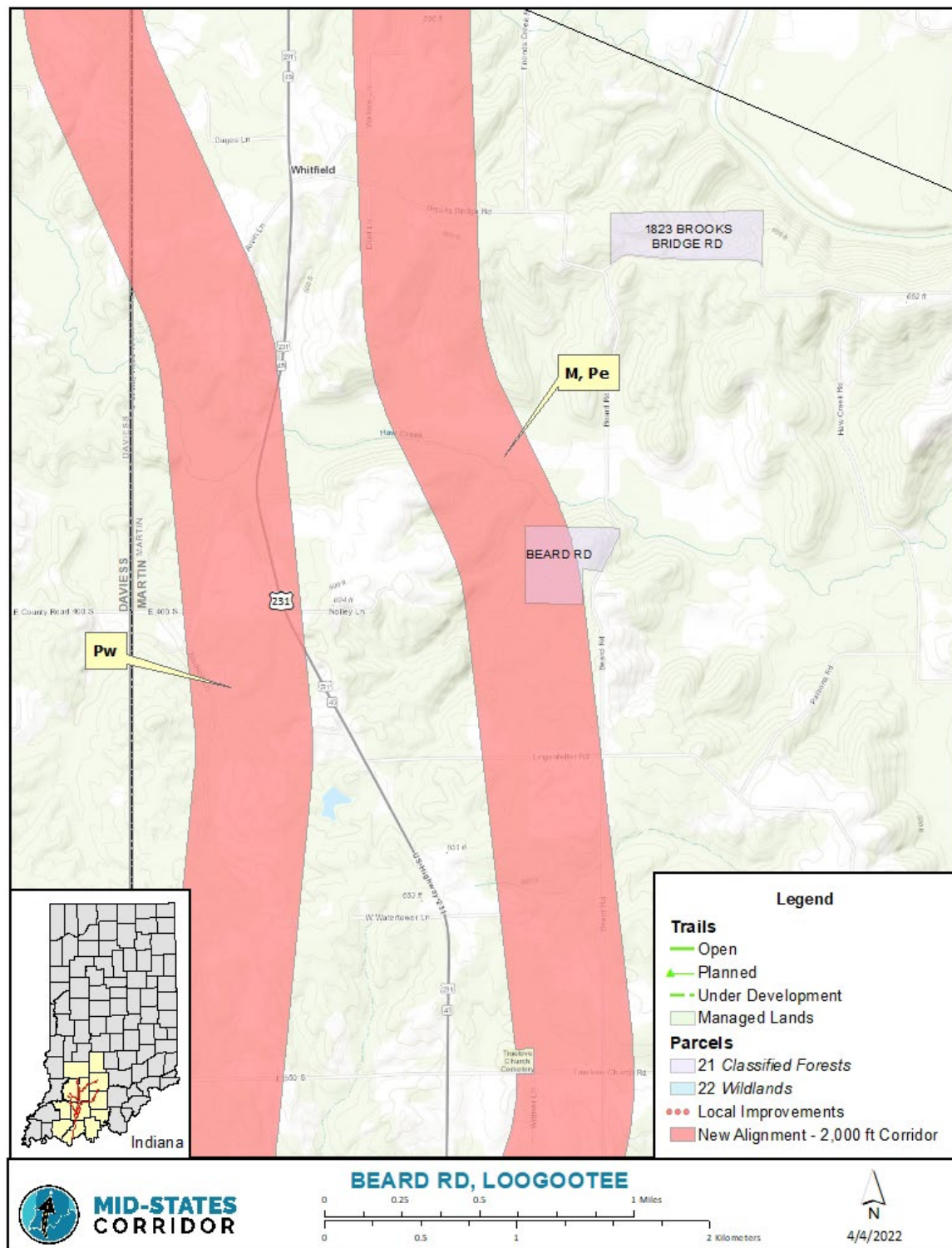


FIGURE 4: MANAGED LANDS IMPACTS AT BEARD RD., LOOGOOTEE

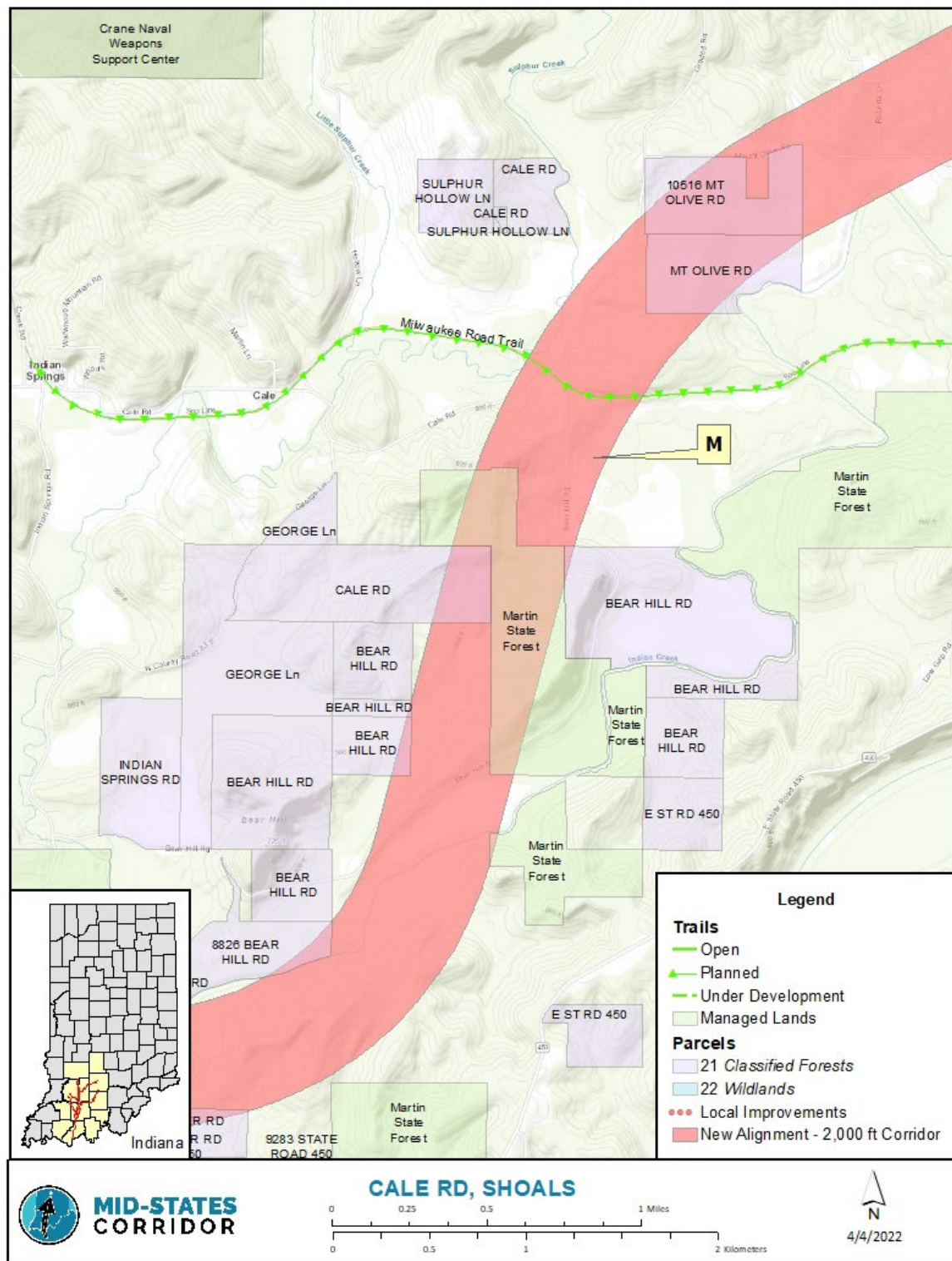


FIGURE 5: MANAGED LANDS IMPACTS AT CALE RD., SHOALS

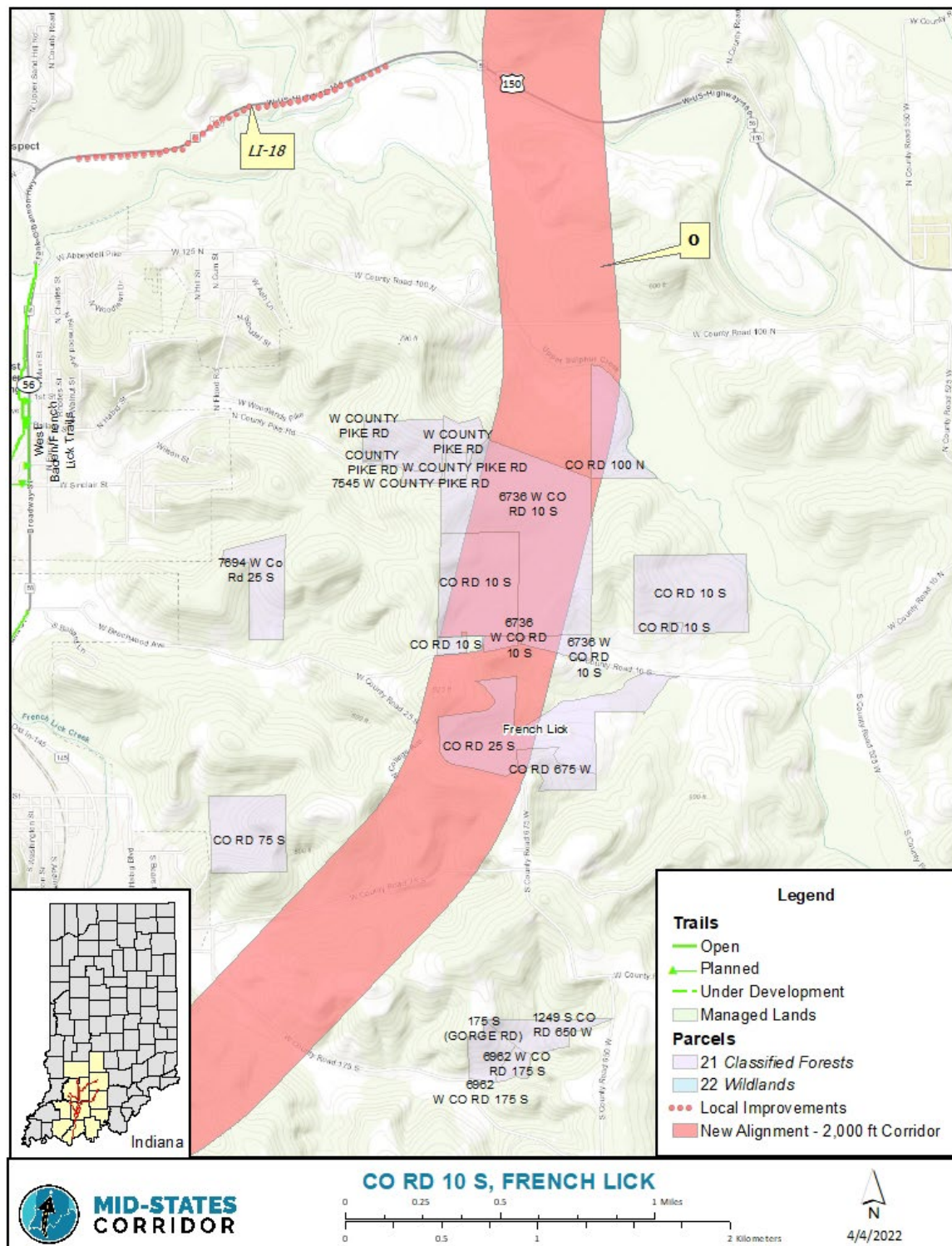


FIGURE 6: MANAGED LANDS IMPACTS AT CO. RD. 10 S, FRENCH LICK

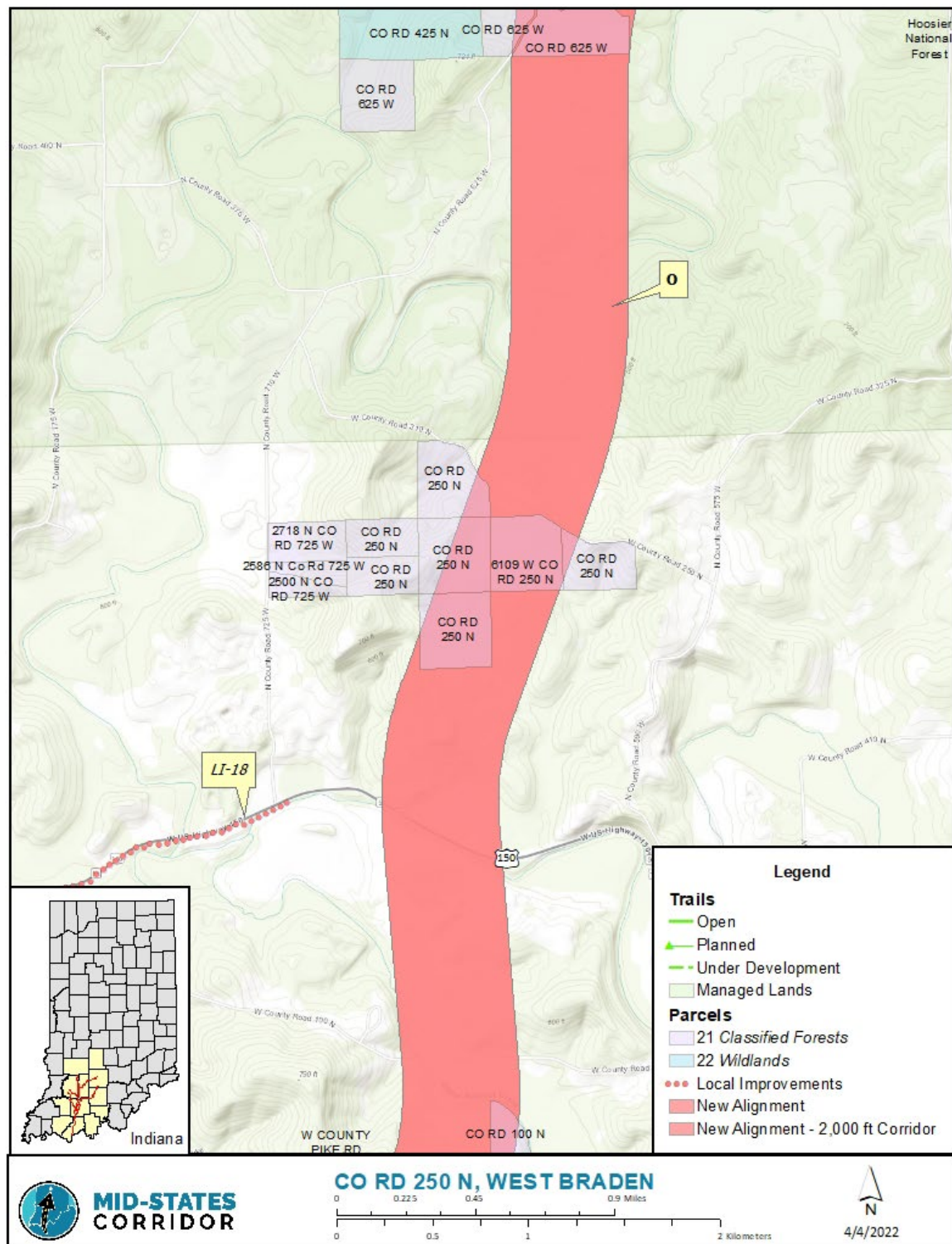


FIGURE 7: MANAGED LANDS IMPACTS AT CO. RD. 250 N, WEST BADEN

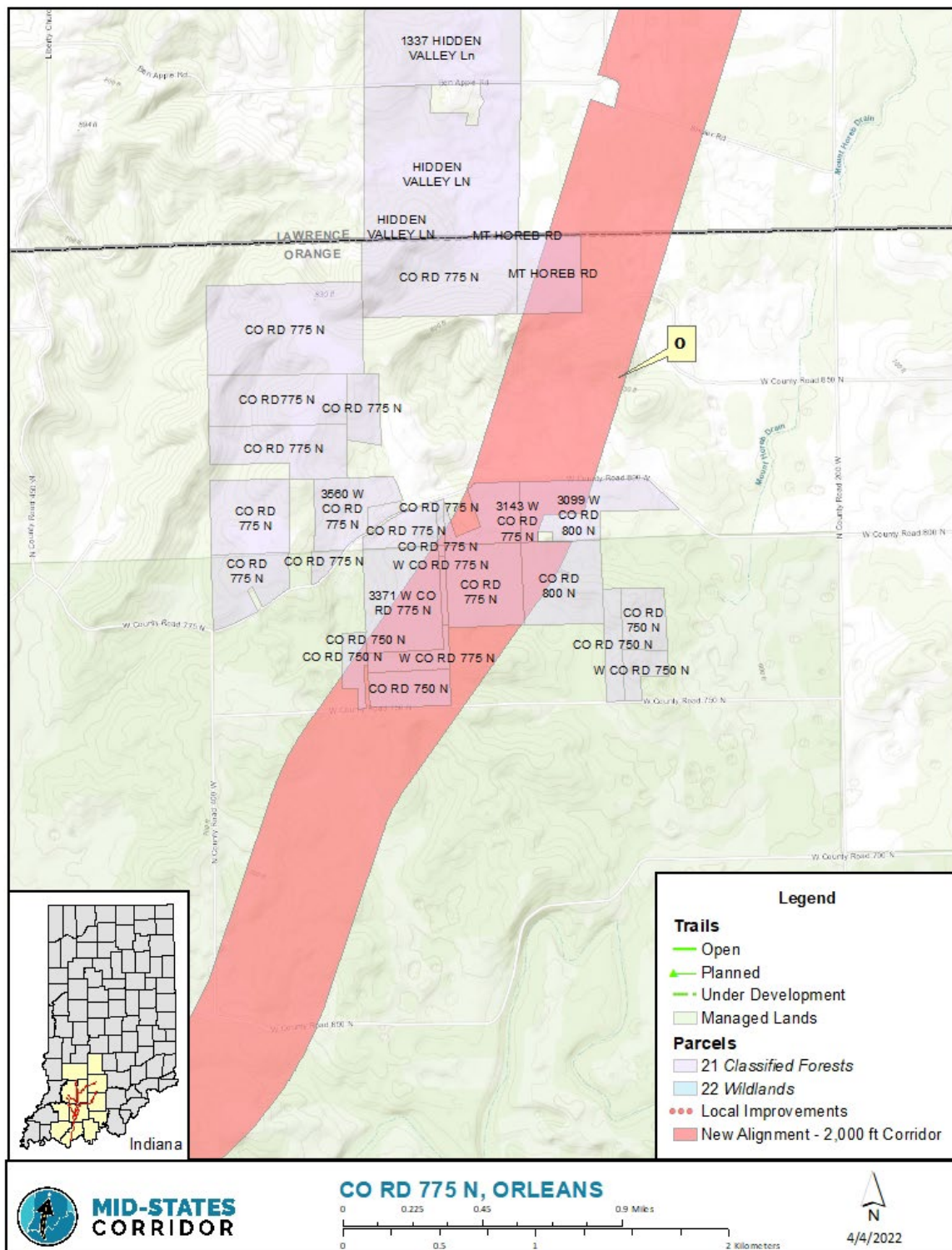


FIGURE 8: MANAGED LANDS IMPACTS AT Co. Rd. 775 N, ORLEANS

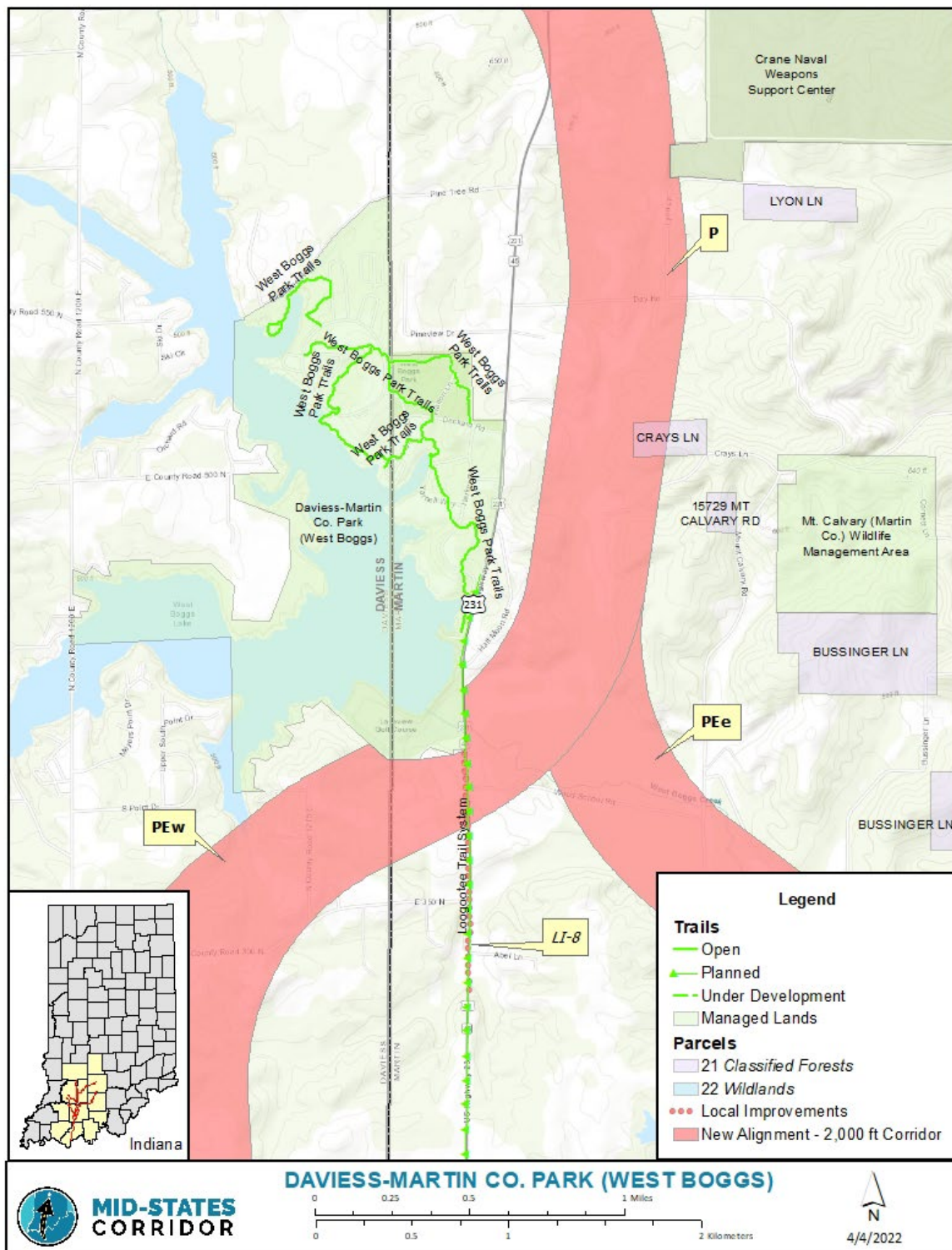


FIGURE 9: MANAGED LANDS IMPACTS AT DAVIESS-MARTIN CO. PARK, WEST BOGGS

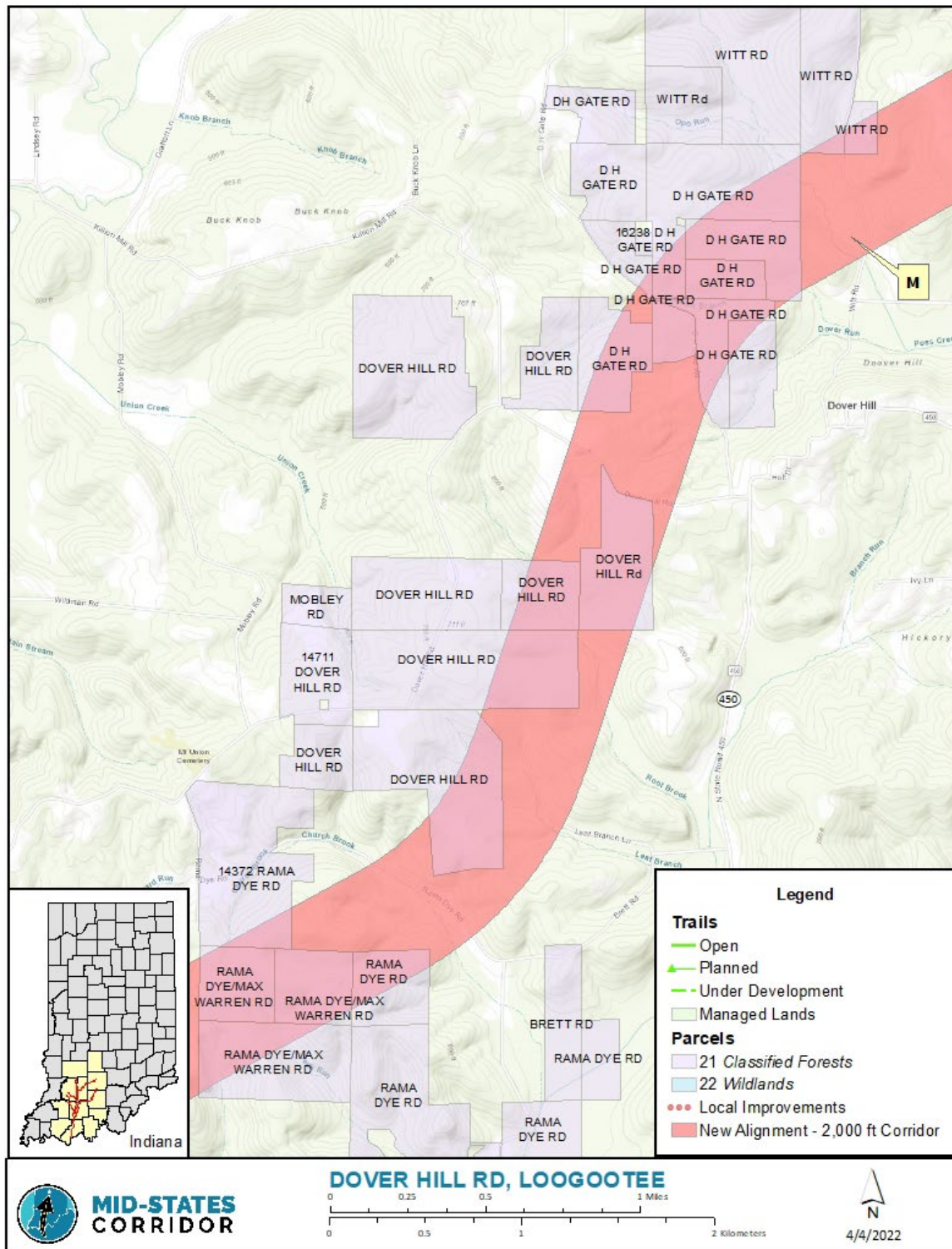


FIGURE 10: MANAGED LANDS IMPACTS AT DOVER HILL RD. LOOGOOTEE

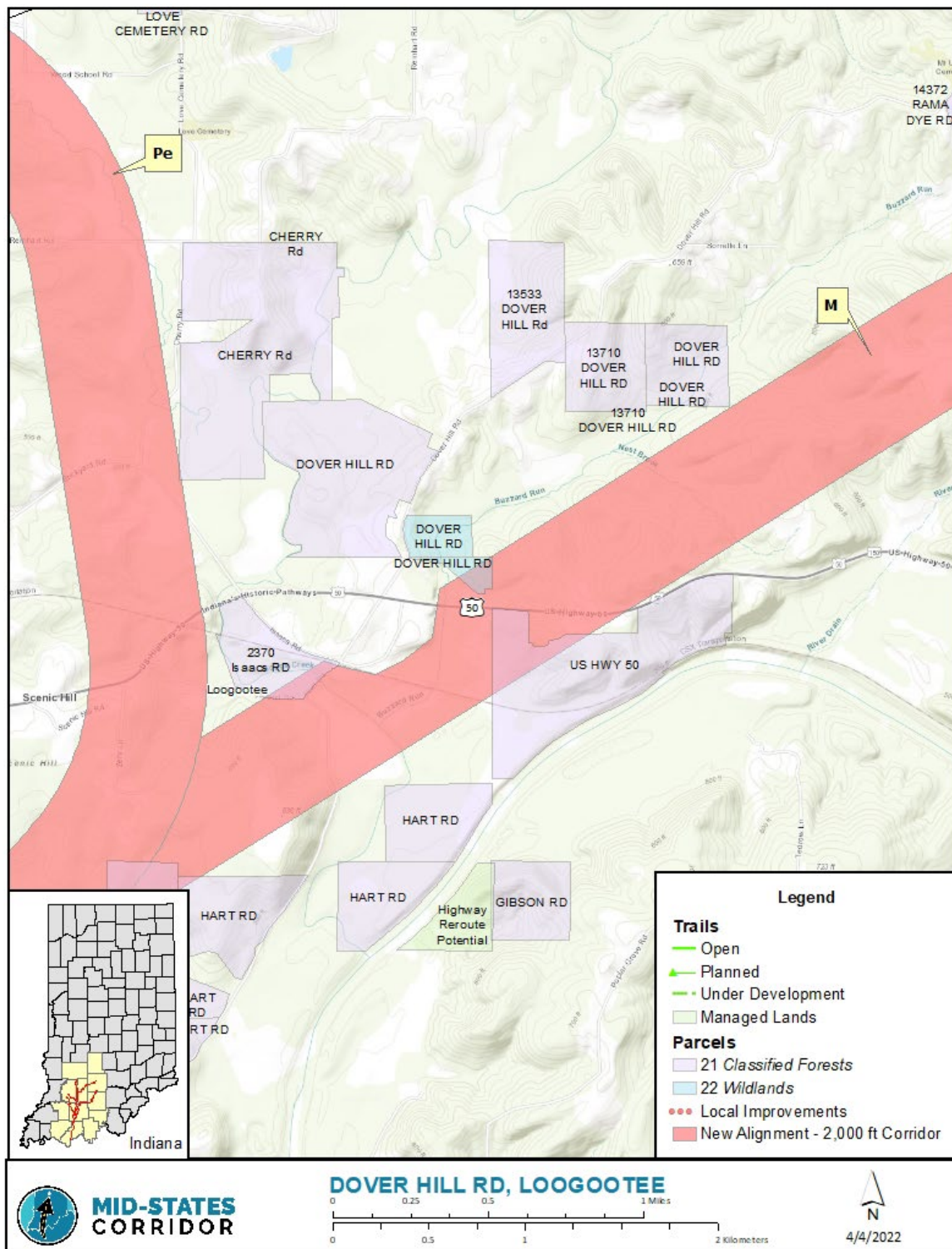


FIGURE 11: MANAGED LANDS IMPACTS AT DOVER HILL ROAD, LOOGOOTEE

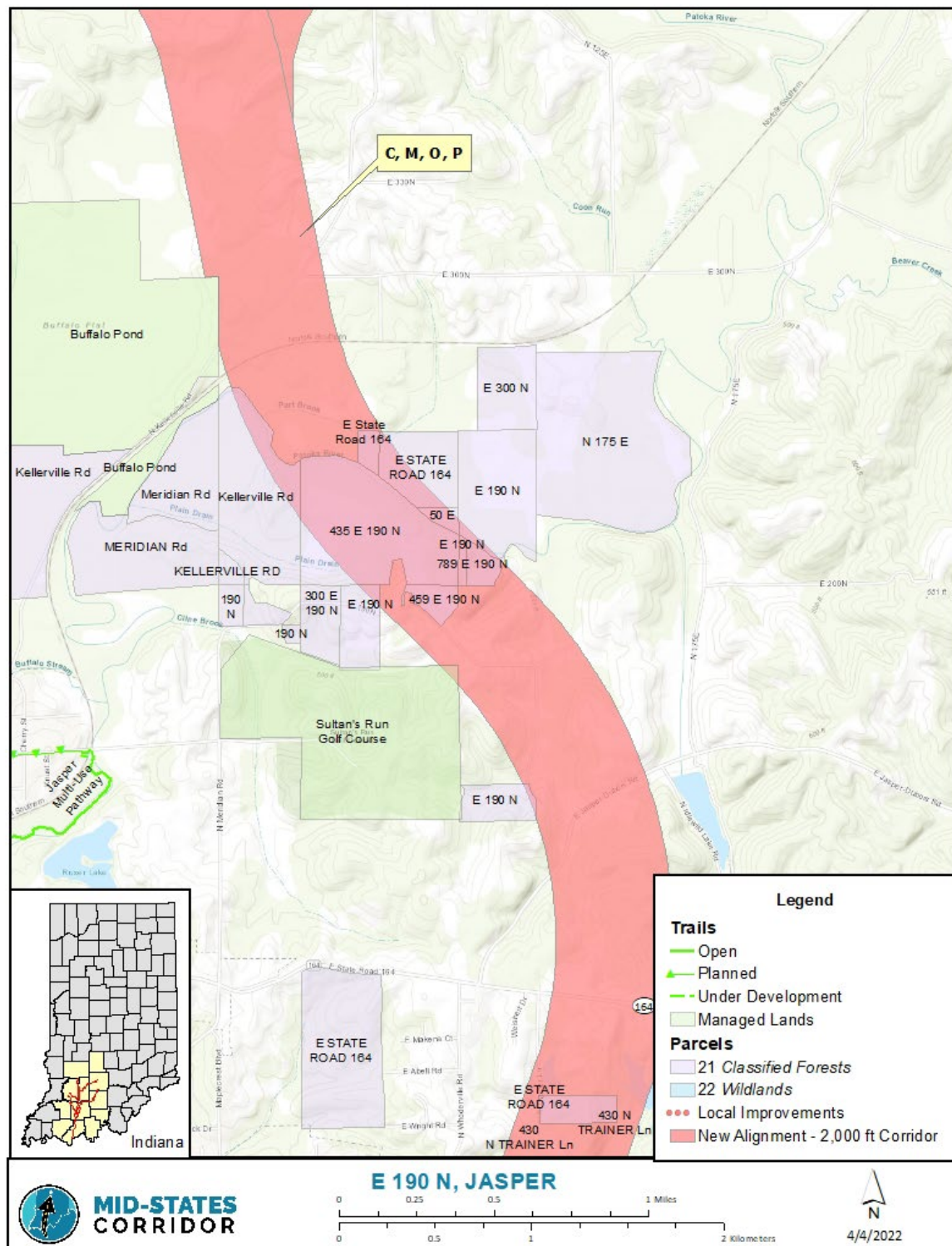


FIGURE 12: MANAGED LANDS IMPACTS AT E 190 N, JASPER

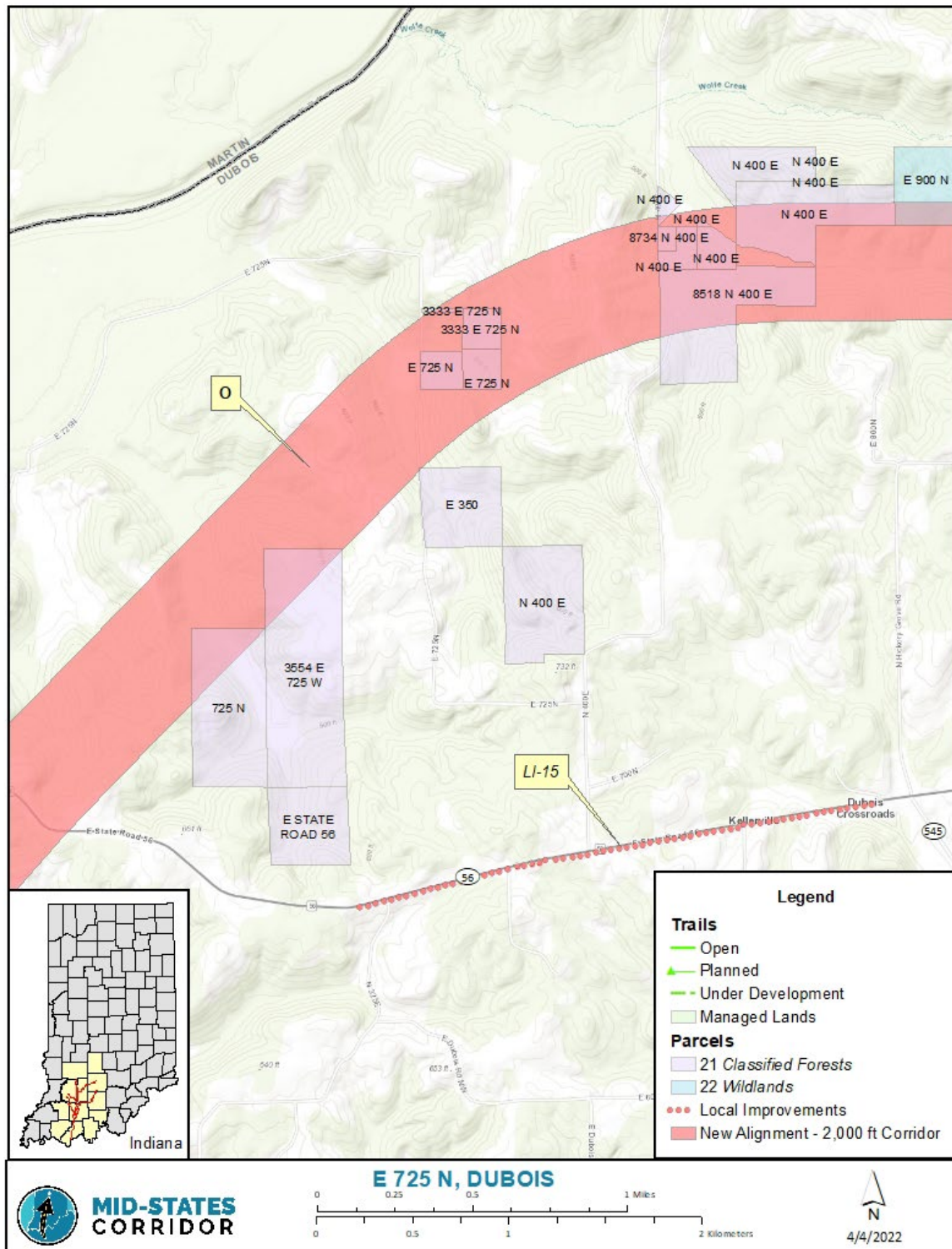


FIGURE 13: MANAGED LANDS IMPACTS AT E 725 N, DUBOIS

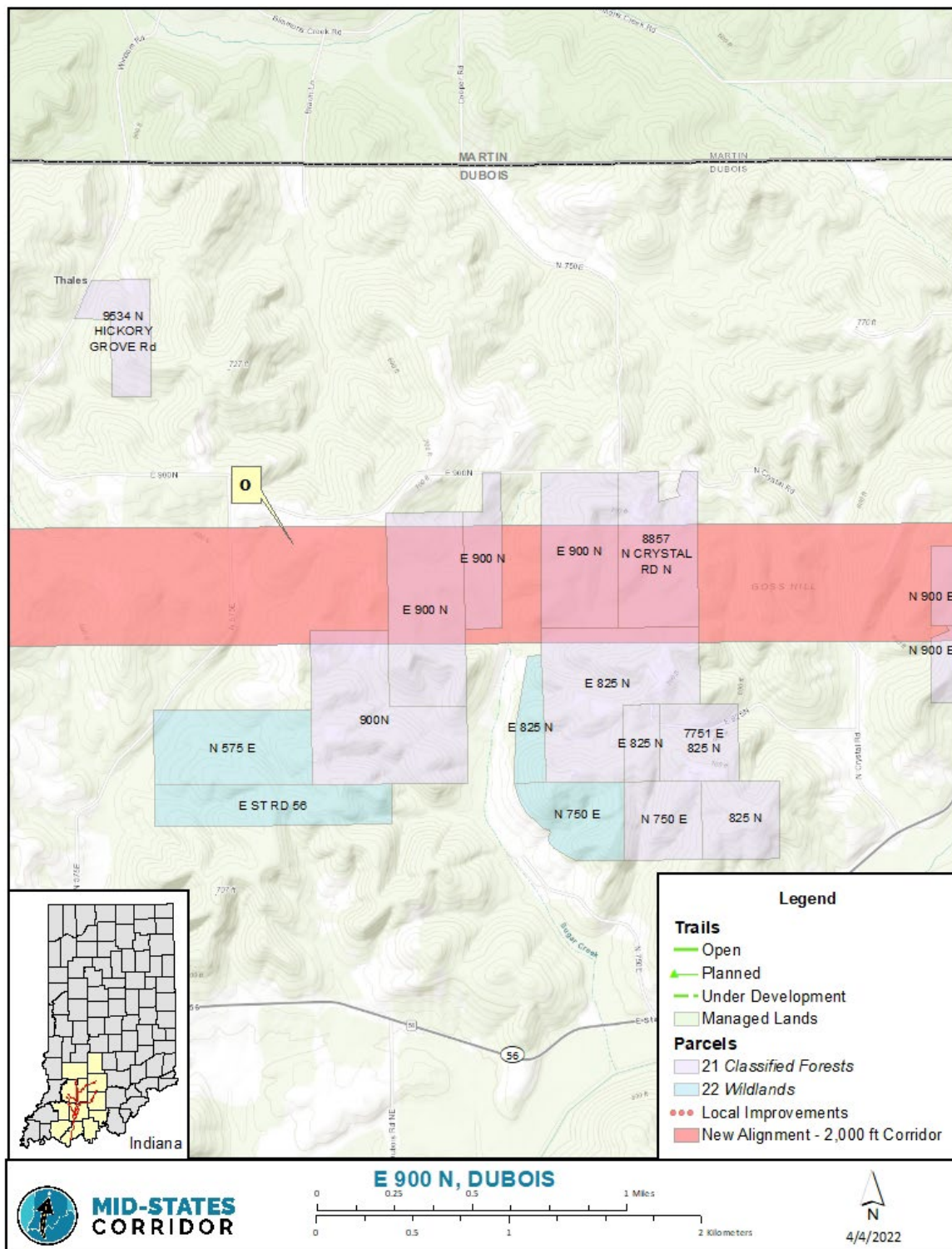


FIGURE 14: MANAGED LANDS IMPACTS AT E 900 N, DUBOIS

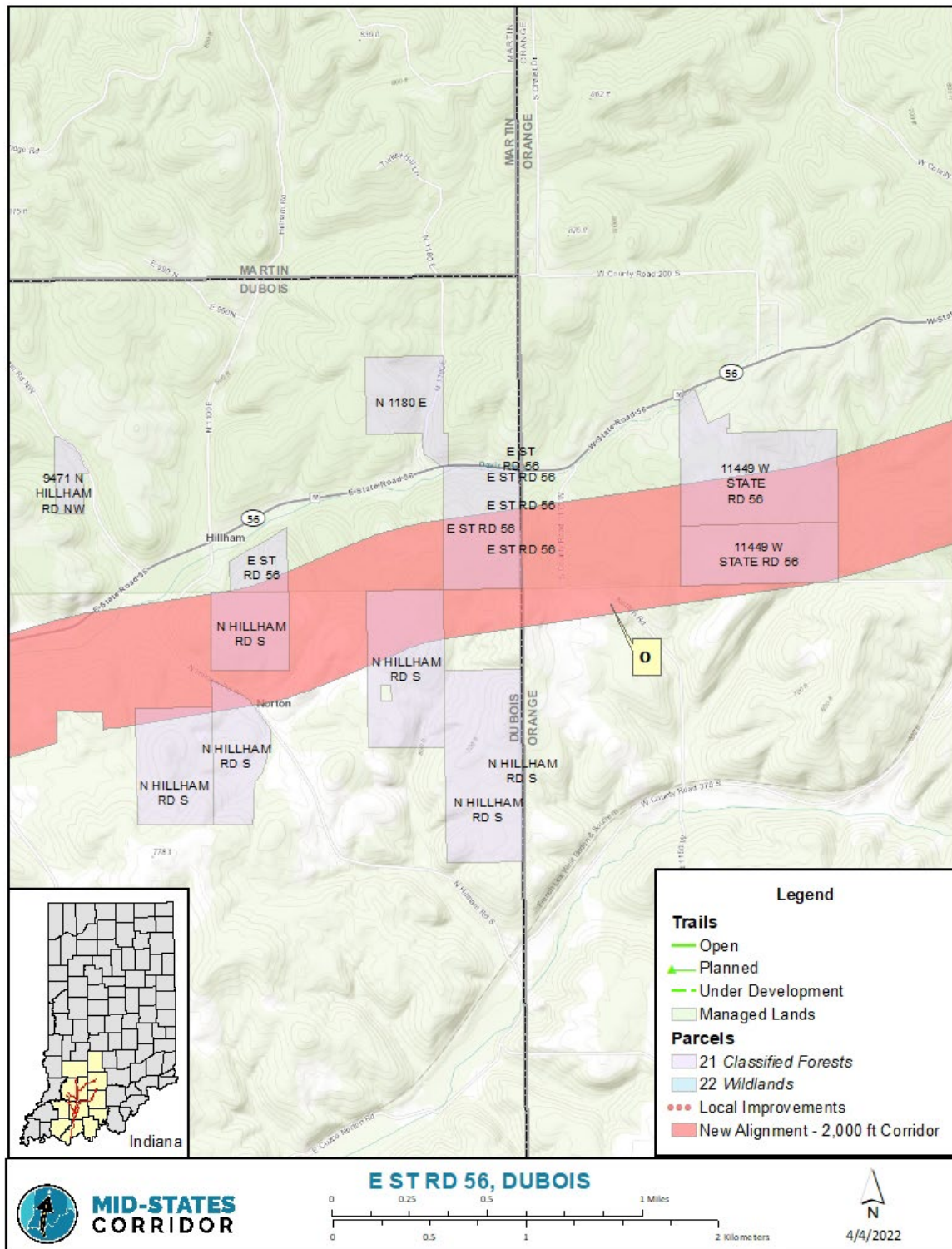


FIGURE 15: MANAGED LANDS IMPACTS AT E St. Rd. 56, DUBOIS

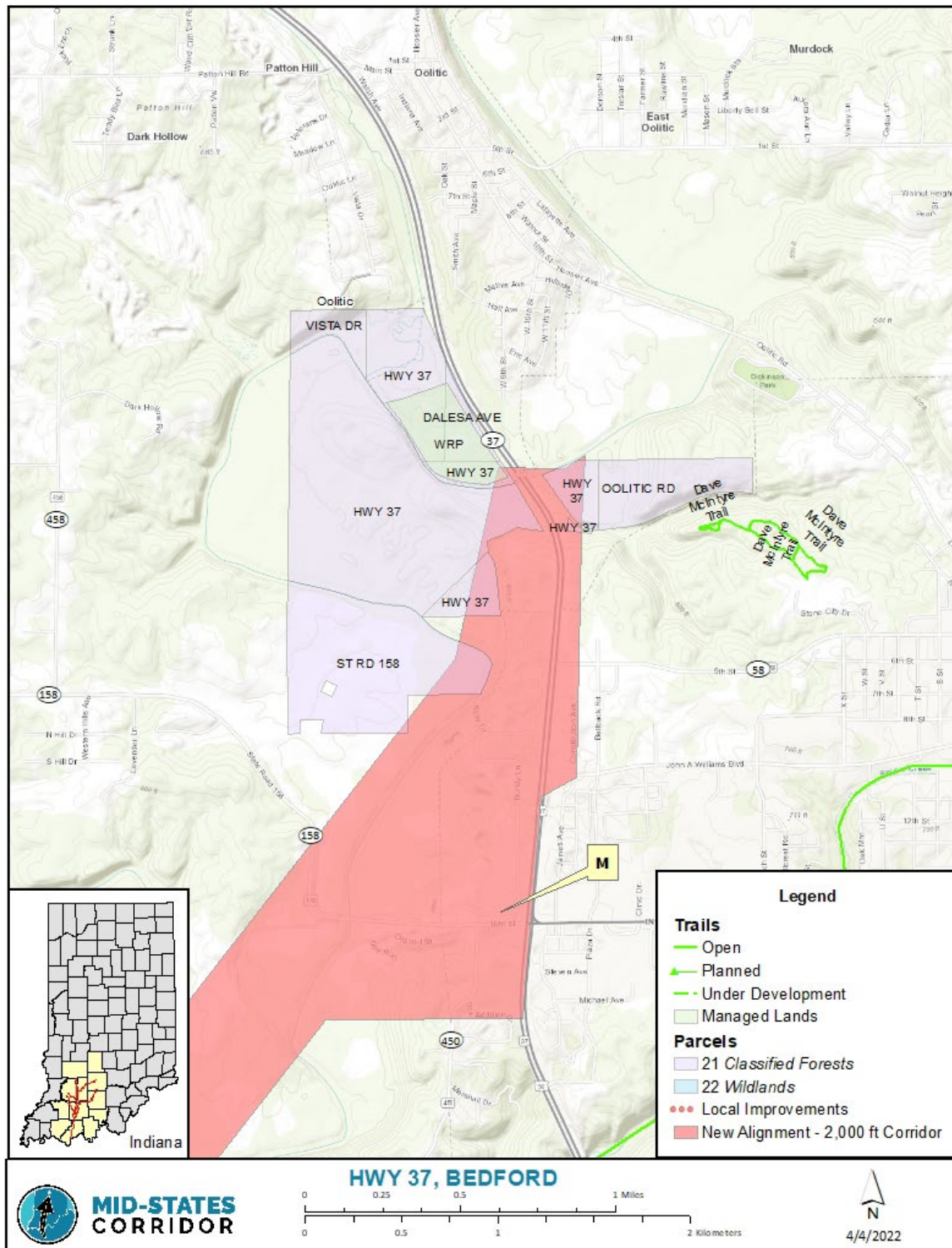


FIGURE 16: MANAGED LANDS IMPACTS AT HWY 37, BEDFORD

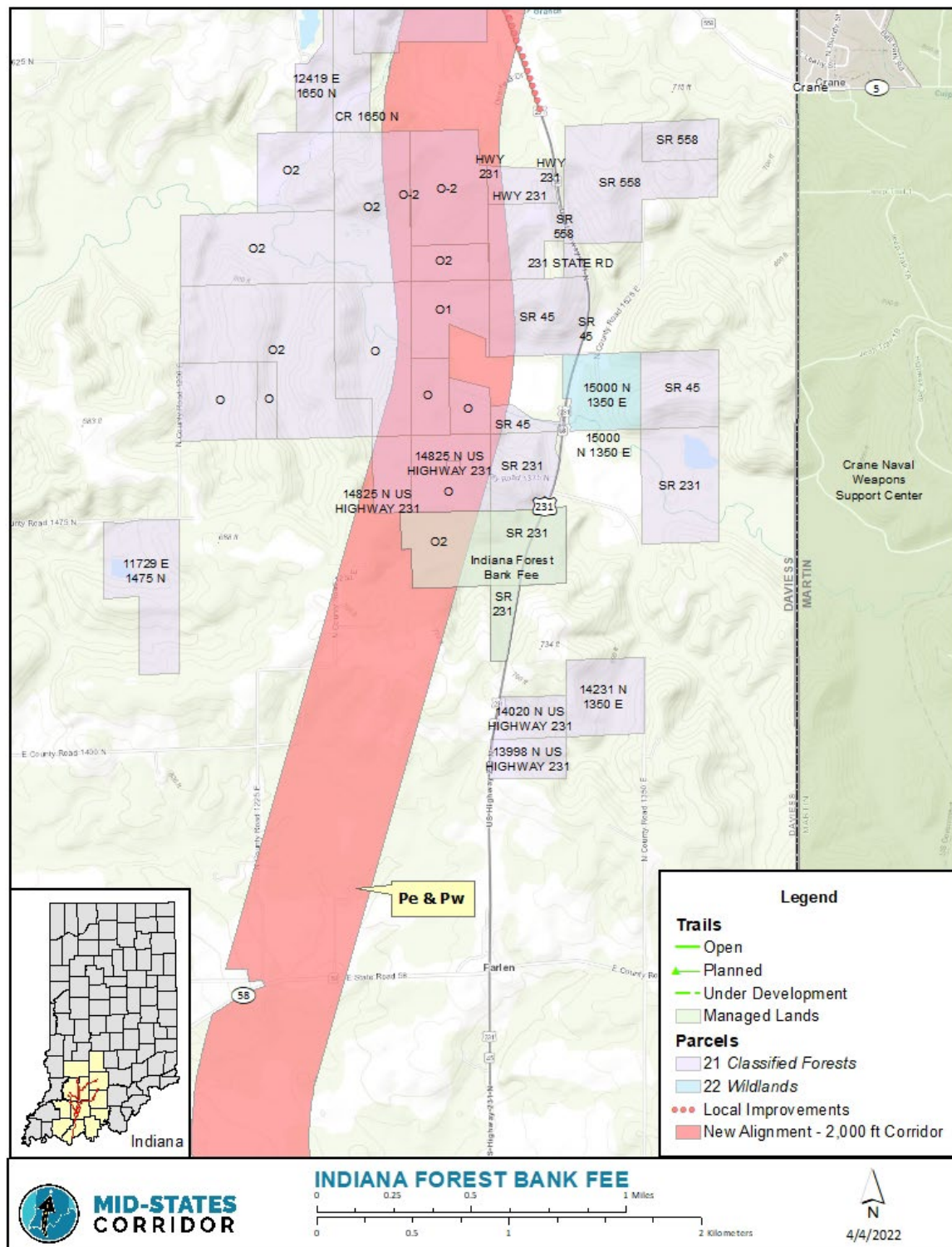


FIGURE 17: MANAGED LANDS IMPACTS AT INDIANA FOREST BANK FEE

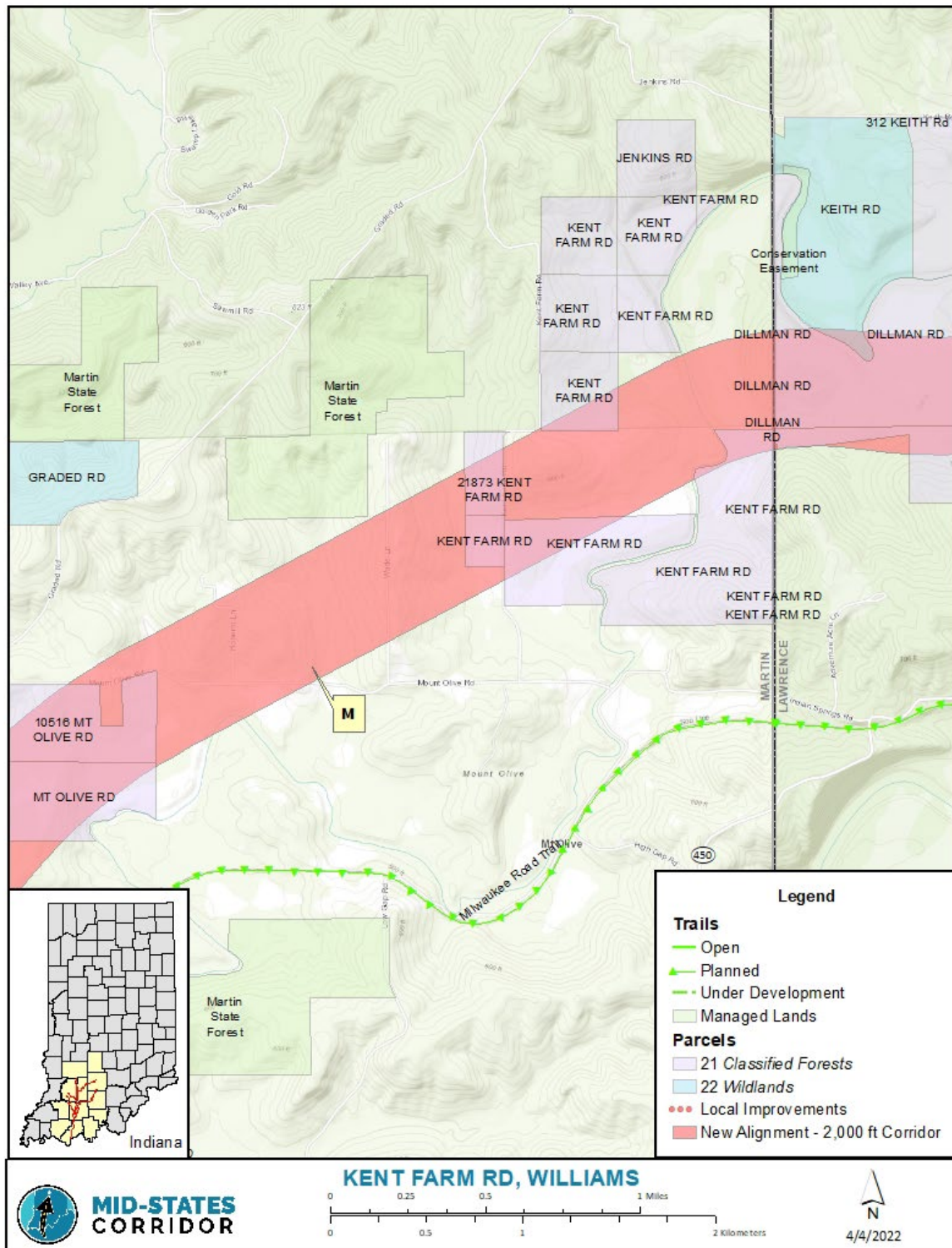


FIGURE 18: MANAGED LANDS IMPACTS AT KENT FARM RD, WILLIAMS

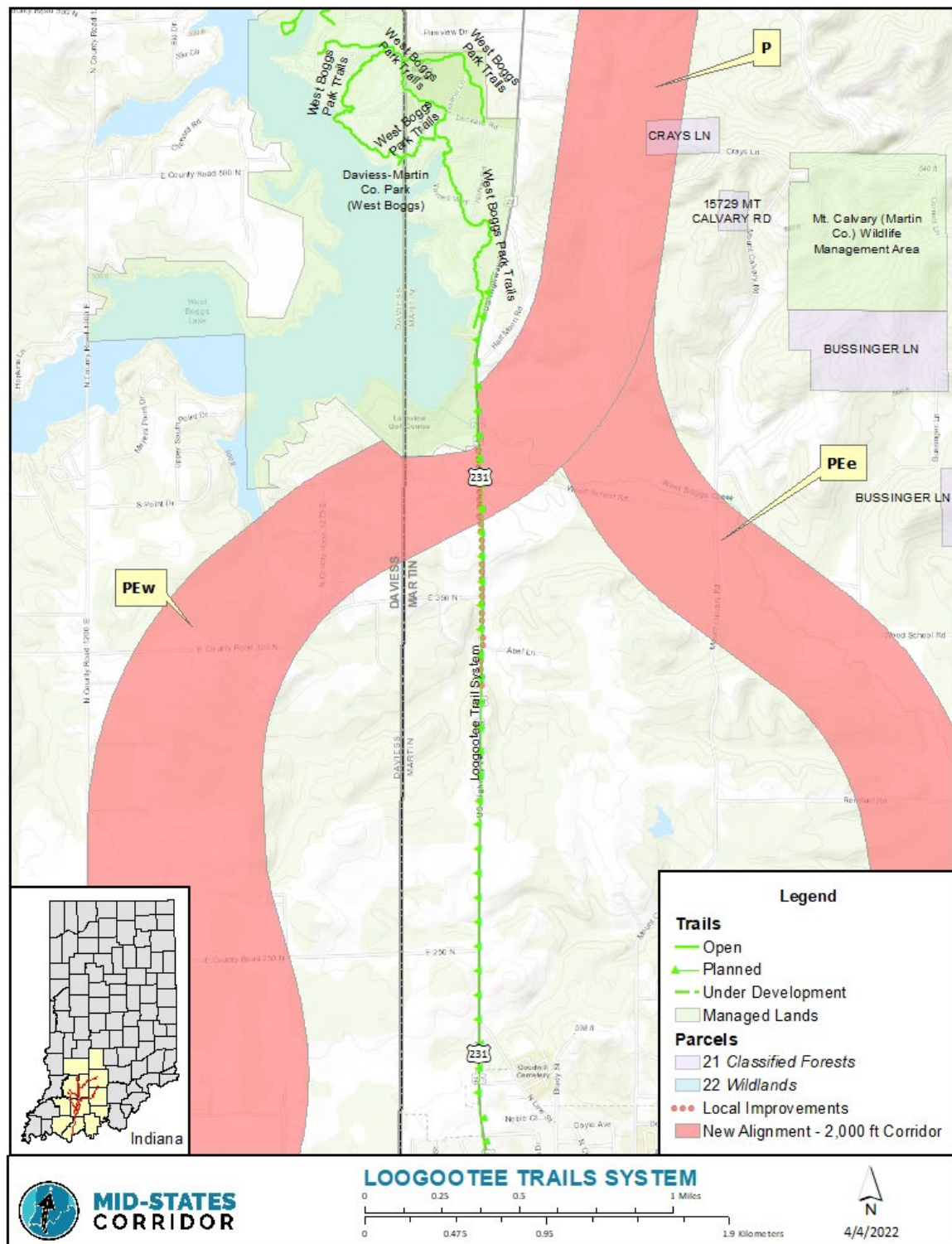


FIGURE 19: MANAGED LANDS IMPACTS AT LOOGOOTEE TRAILS SYSTEM

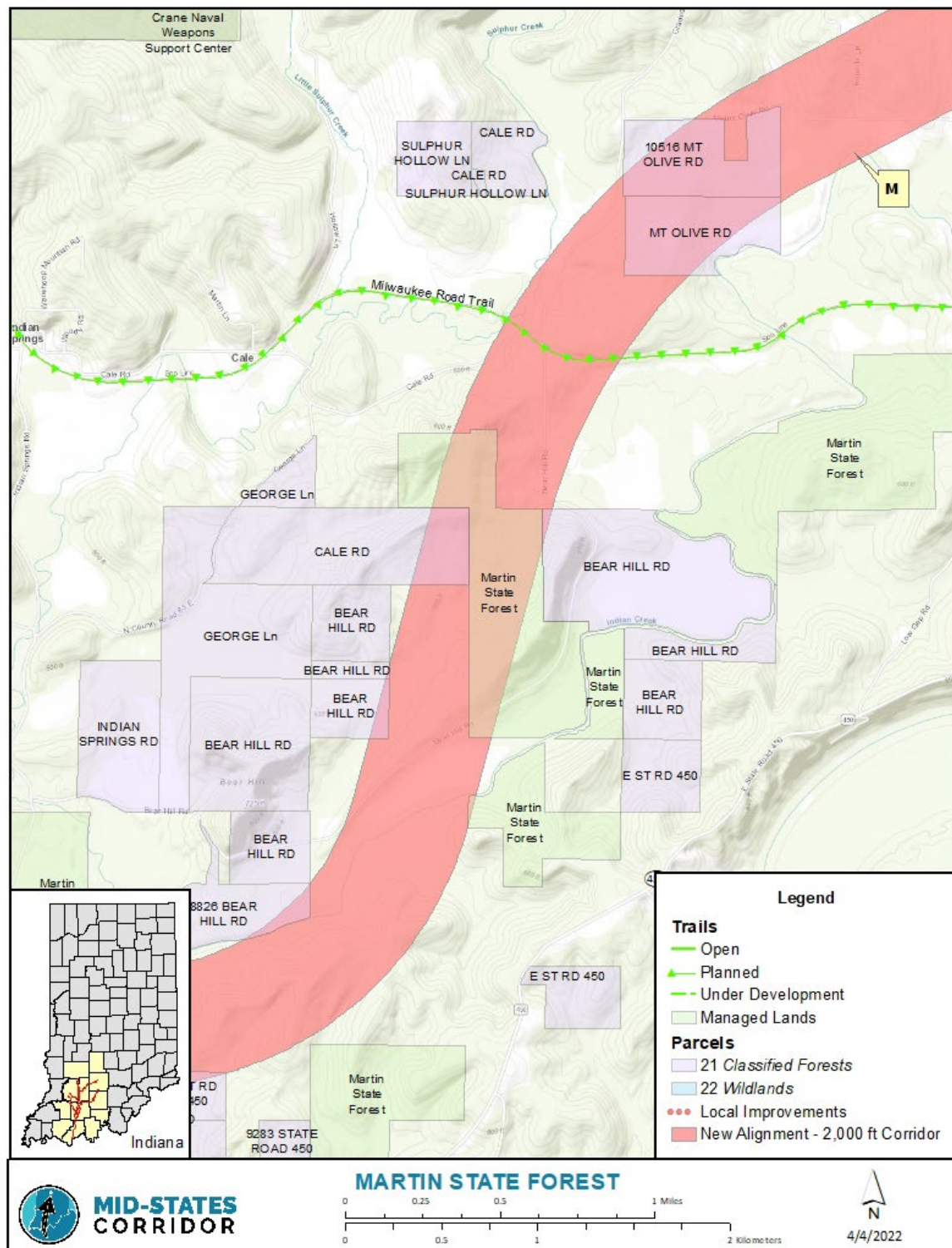


FIGURE 20: MANAGED LANDS IMPACTS AT MARTIN STATE FOREST

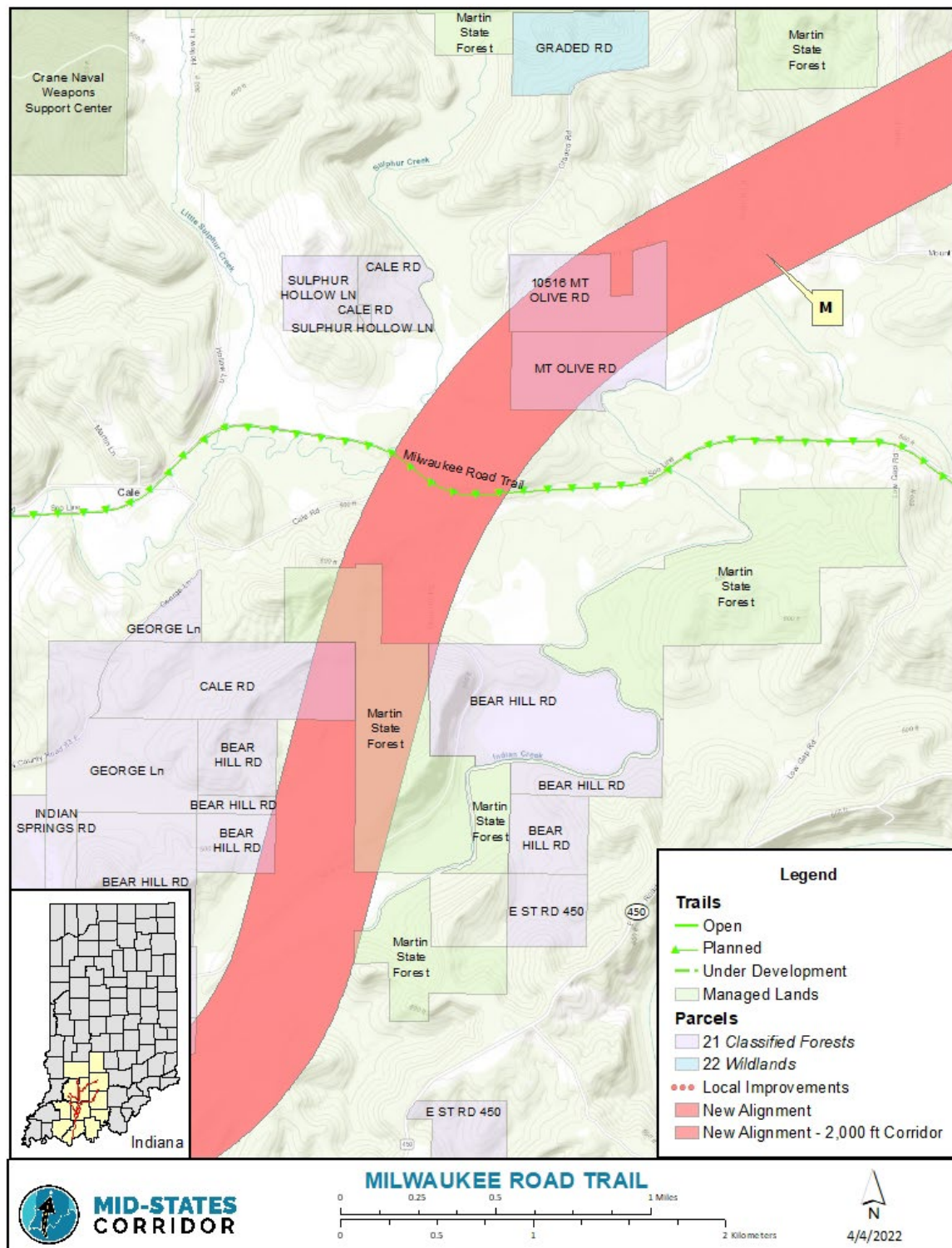


FIGURE 21: MANAGED LANDS IMPACTS AT MILWAUKEE ROAD TRAIL

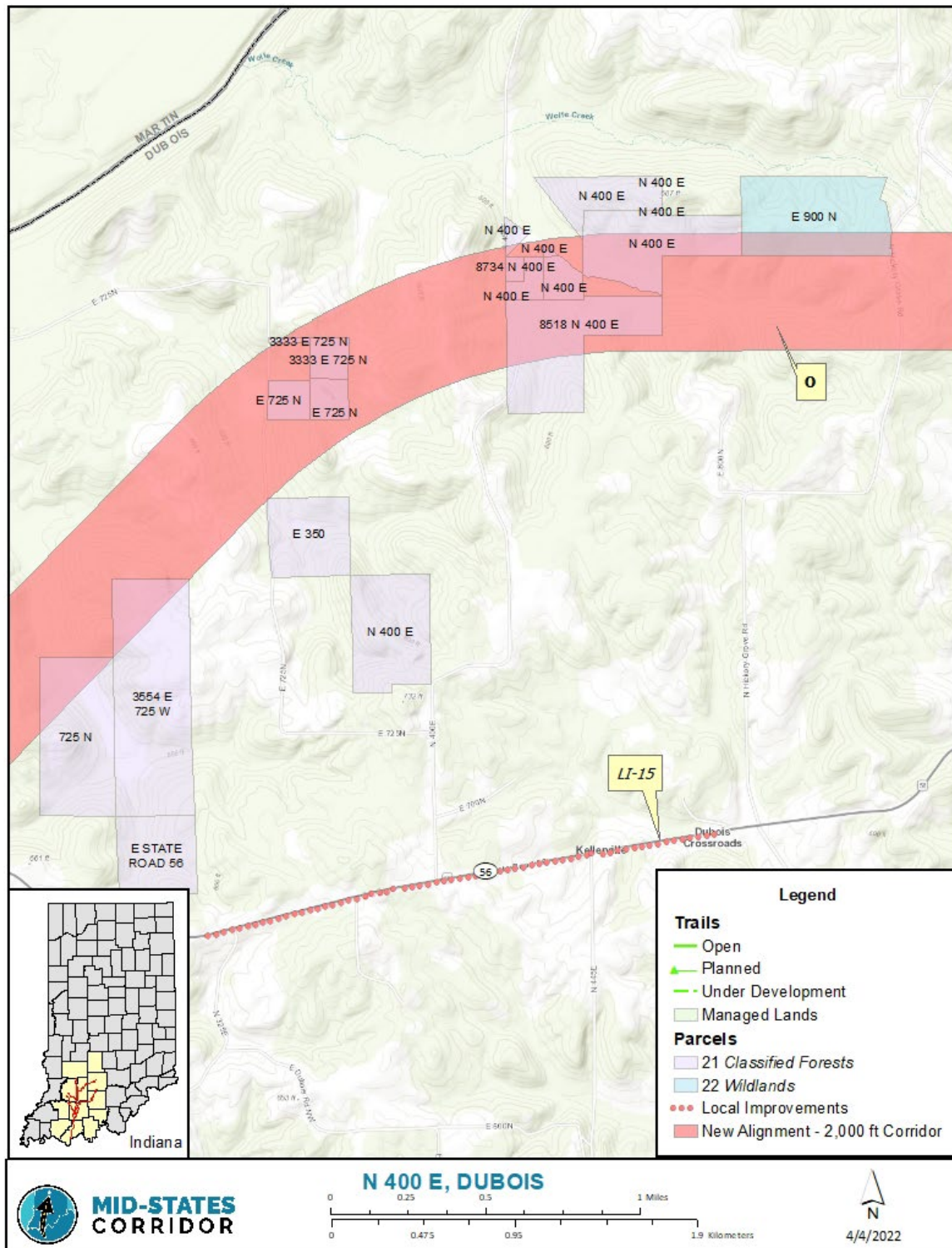


FIGURE 22: MANAGED LANDS IMPACTS AT N 400 E, DUBOIS

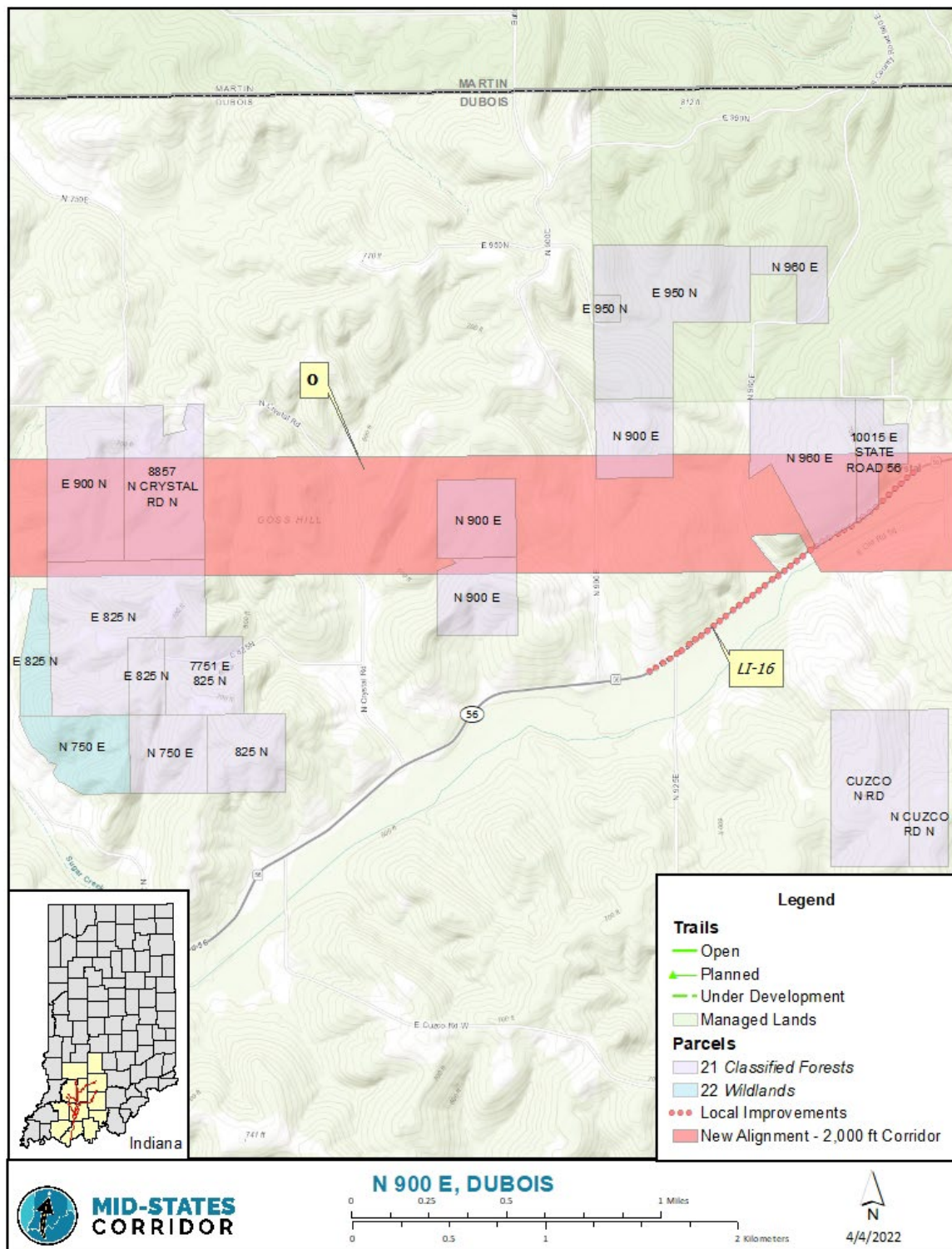


FIGURE 23: MANAGED LANDS IMPACTS AT N 900 E, DUBOIS

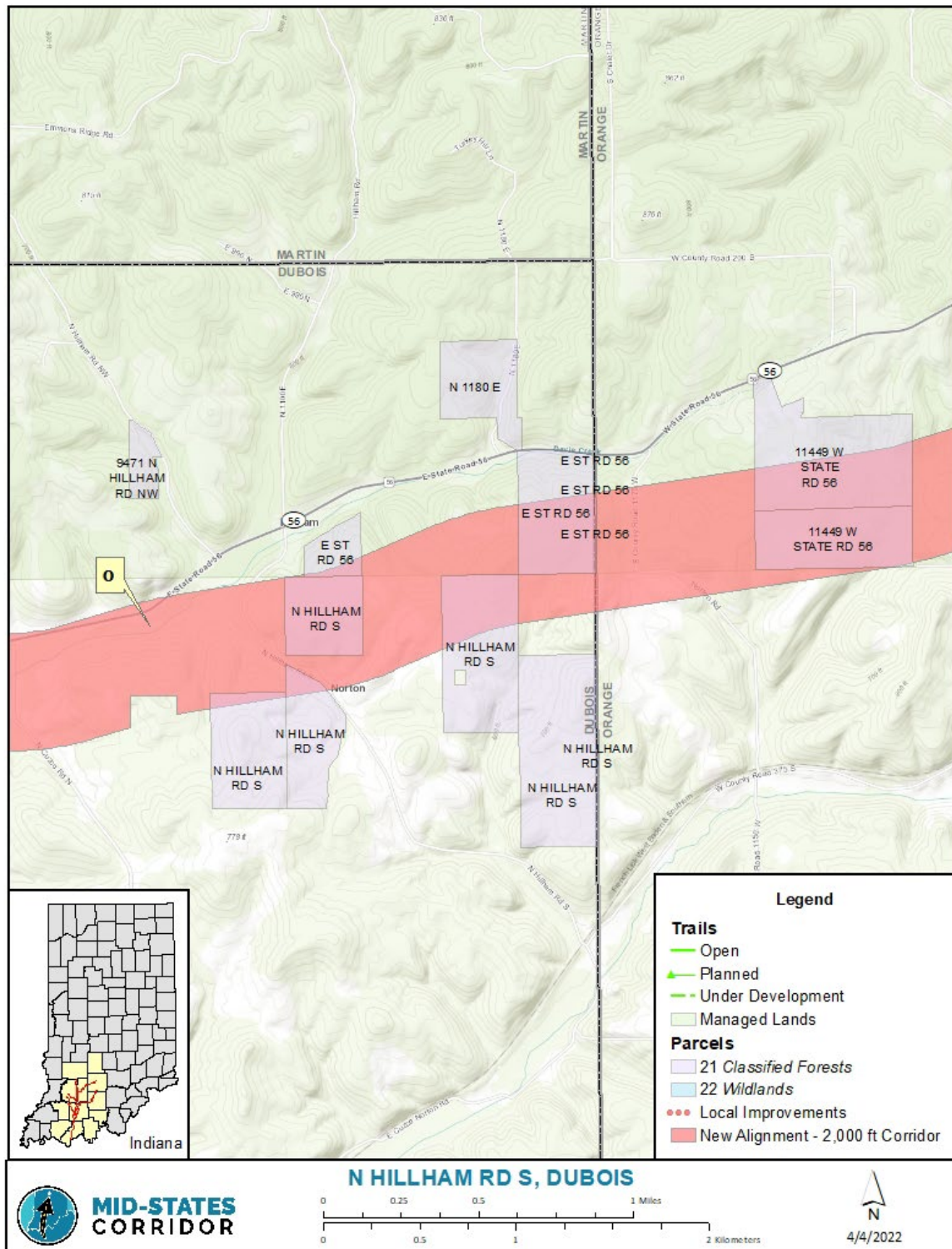


FIGURE 24: MANAGED LANDS IMPACTS AT N HILLHAM RD S, DUBOIS

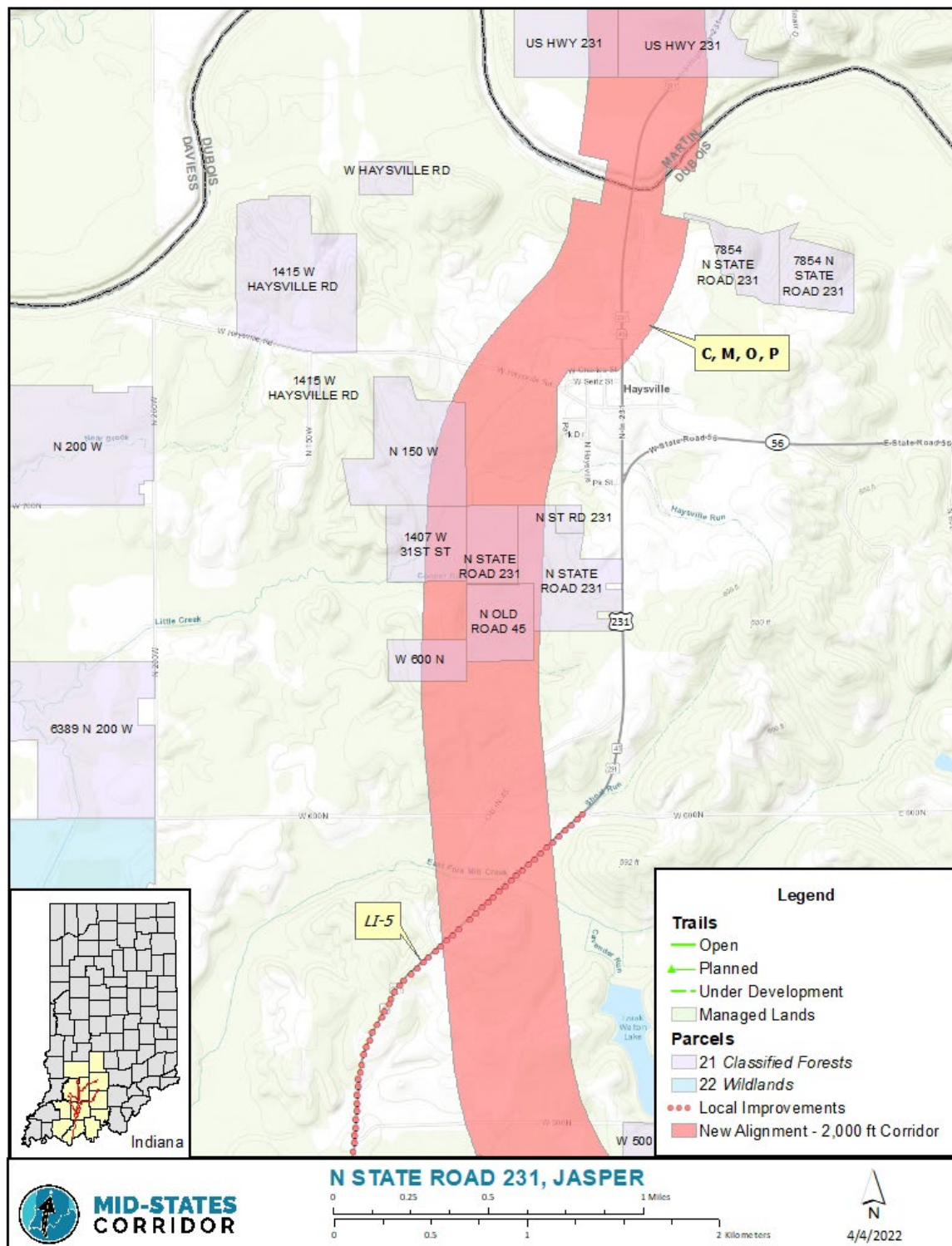


FIGURE 25: MANAGED LANDS IMPACTS AT N STATE ROAD 231, JASPER

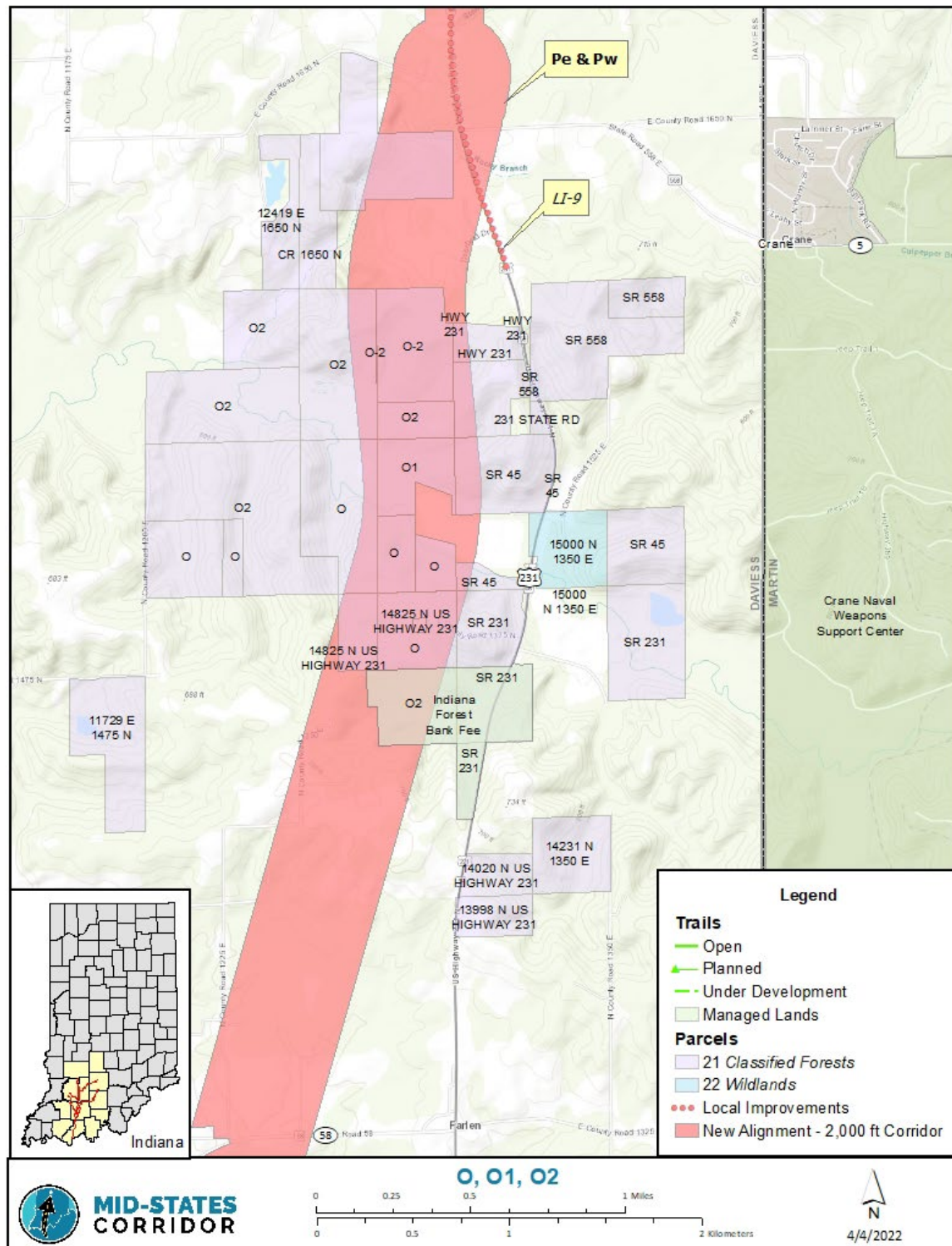


FIGURE 26: MANAGED LANDS IMPACTS AT O2

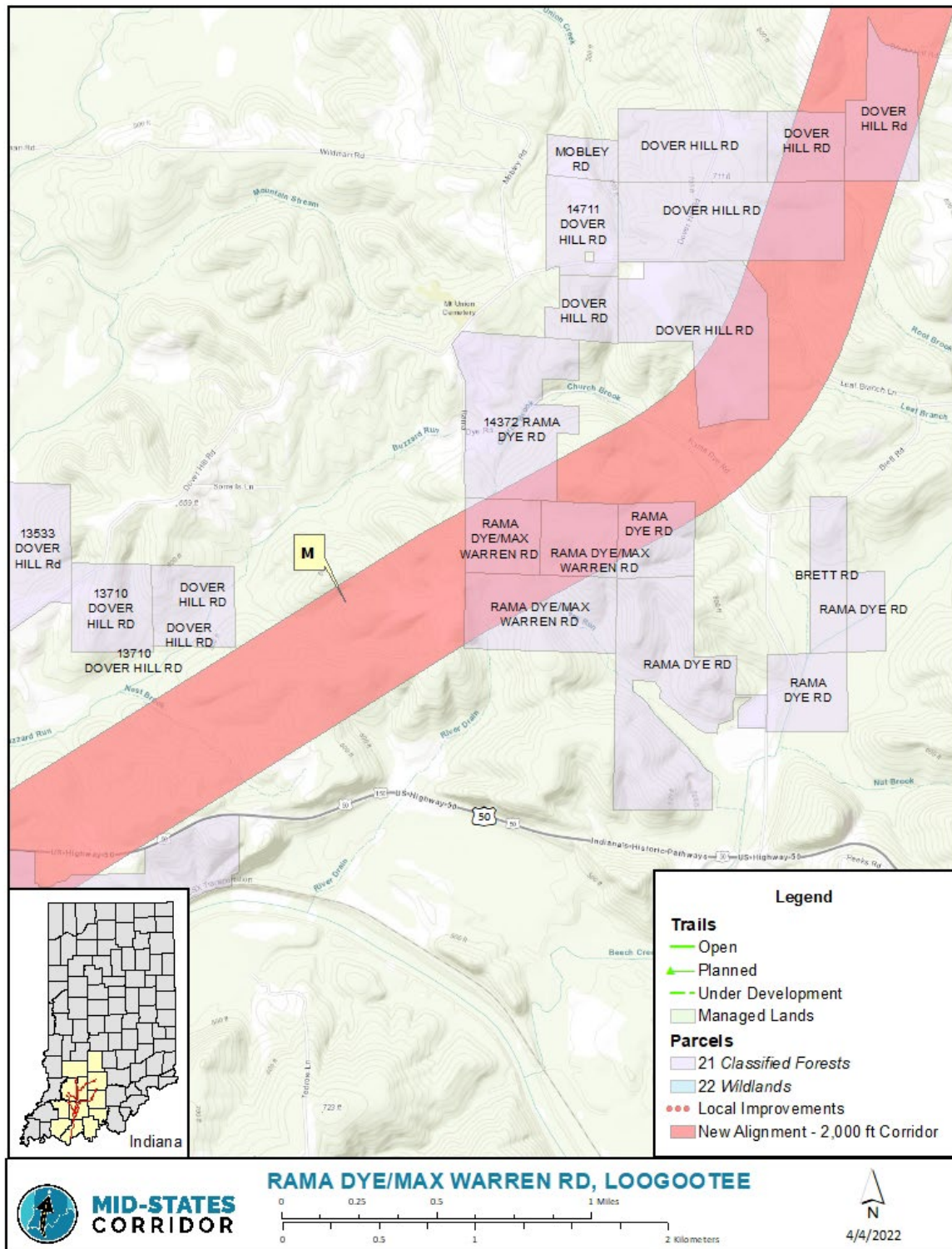


FIGURE 27: MANAGED LANDS IMPACTS AT RAMA DYE/MAX WARREN RD, LOOGOOTEE

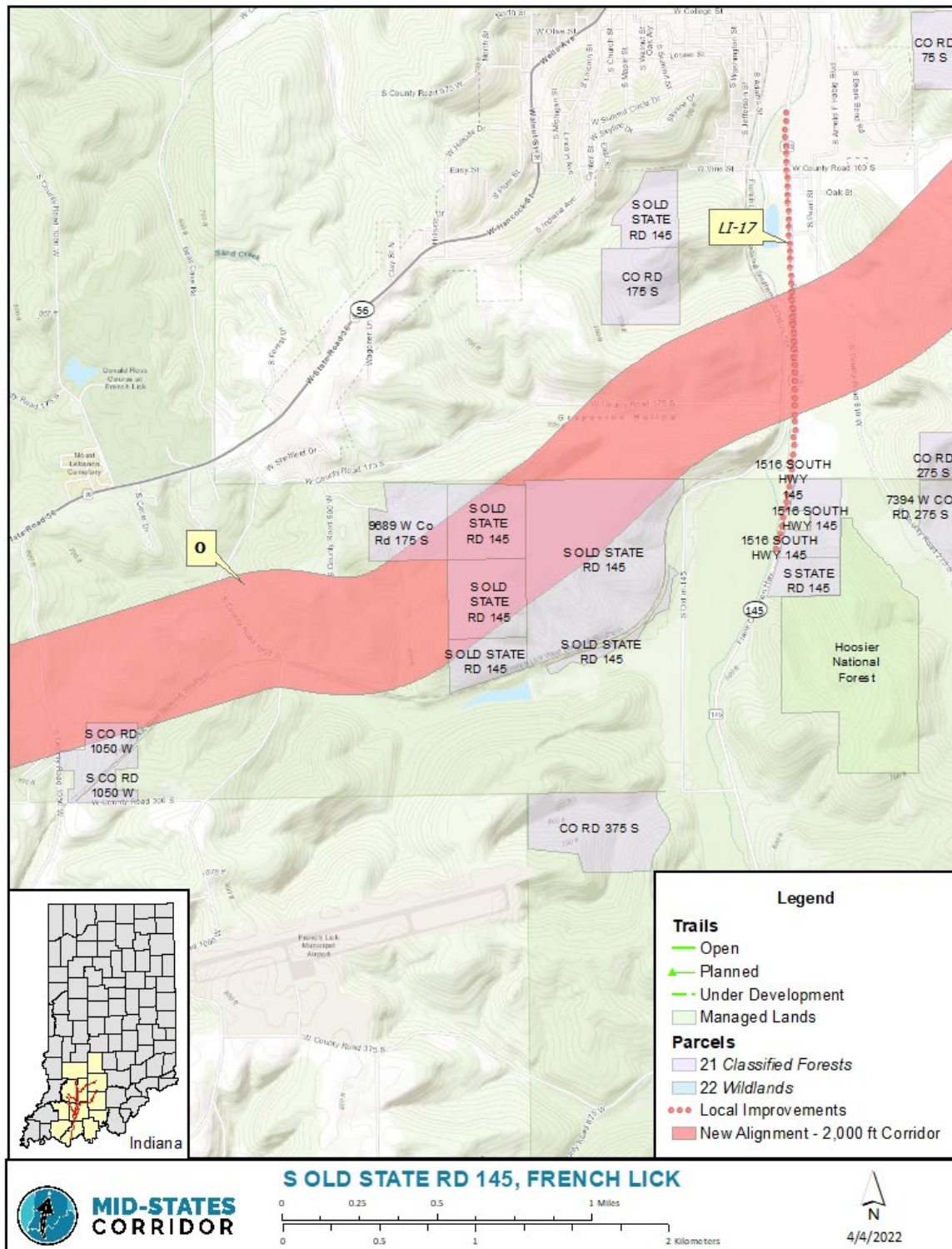


FIGURE 28: MANAGED LANDS IMPACTS AT S OLD STATE RD 145, FRENCH LICK

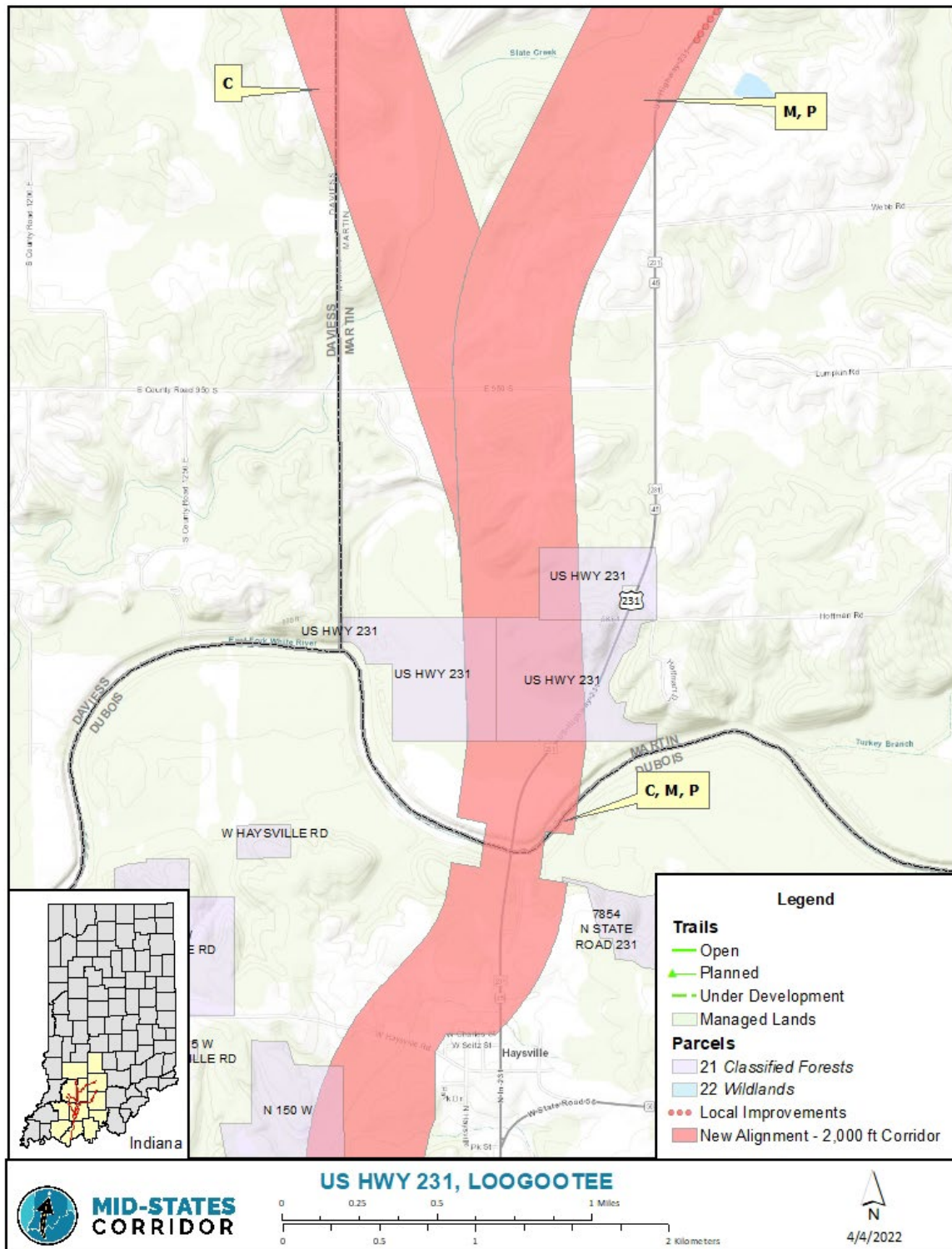


FIGURE 29: MANAGED LANDS IMPACTS AT US HWY 231, LOOGOOTEE

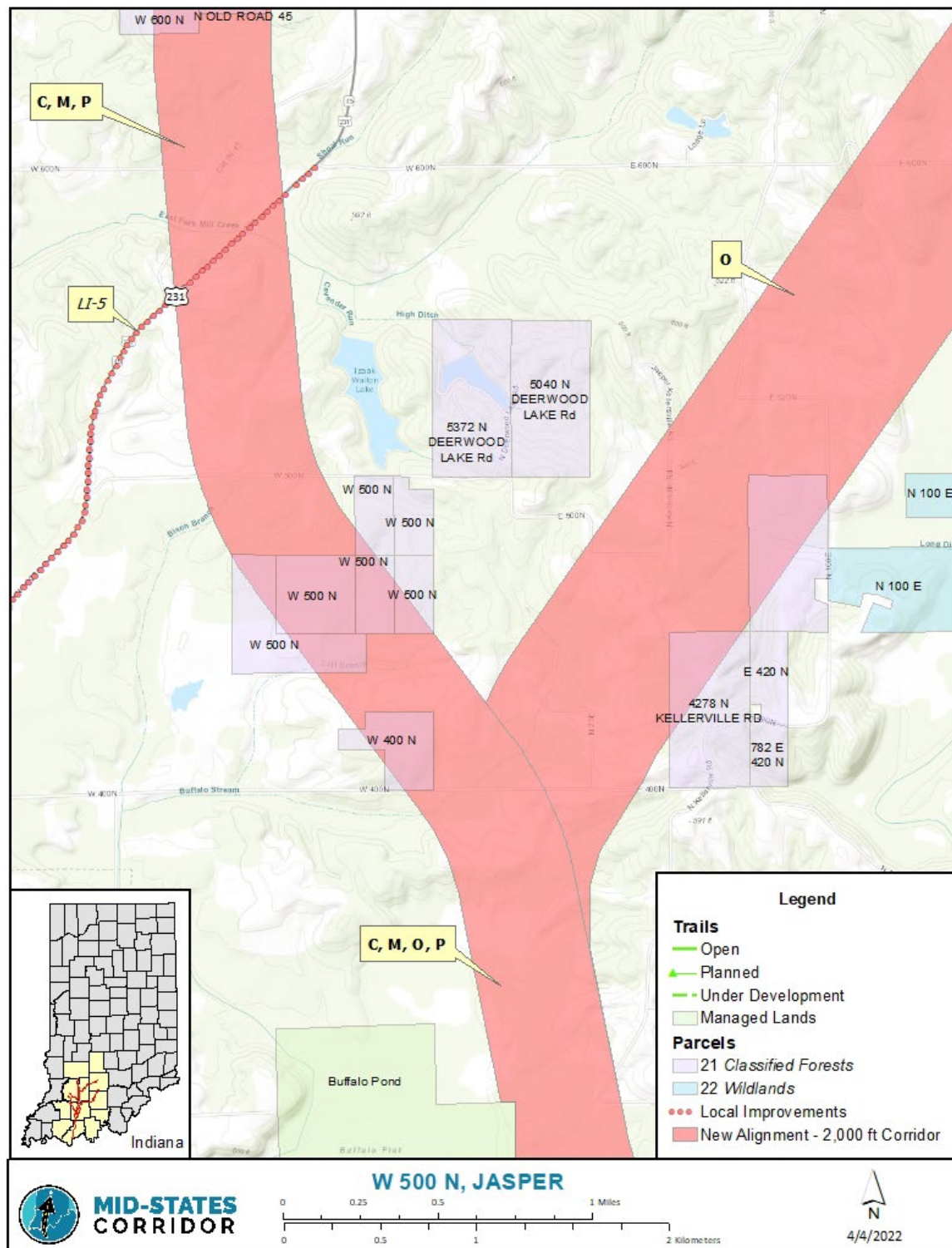


FIGURE 30: MANAGED LANDS IMPACTS AT W 500 N, JASPER

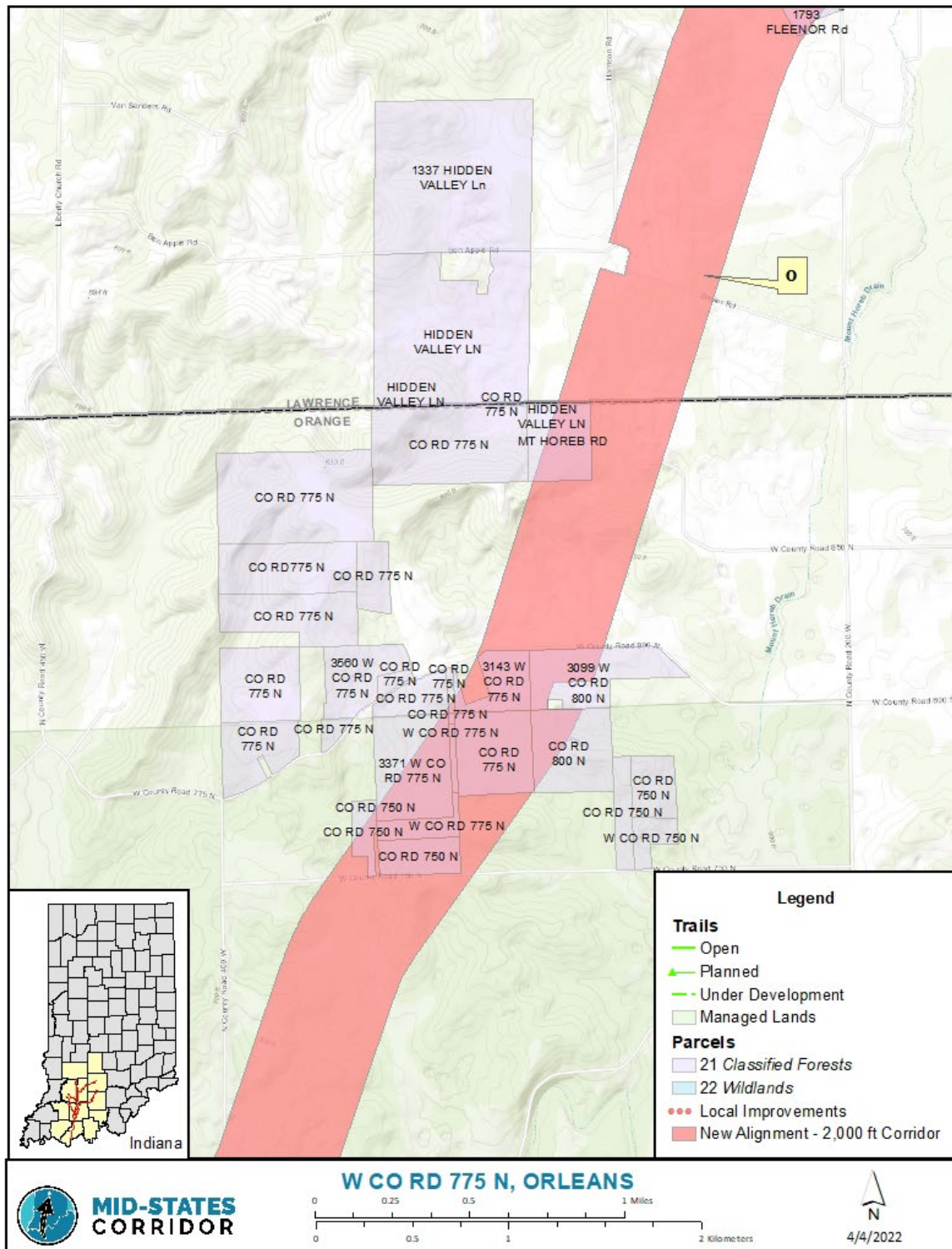


FIGURE 31: MANAGED LANDS IMPACTS AT W Co. Rd. 775 N, ORLEANS

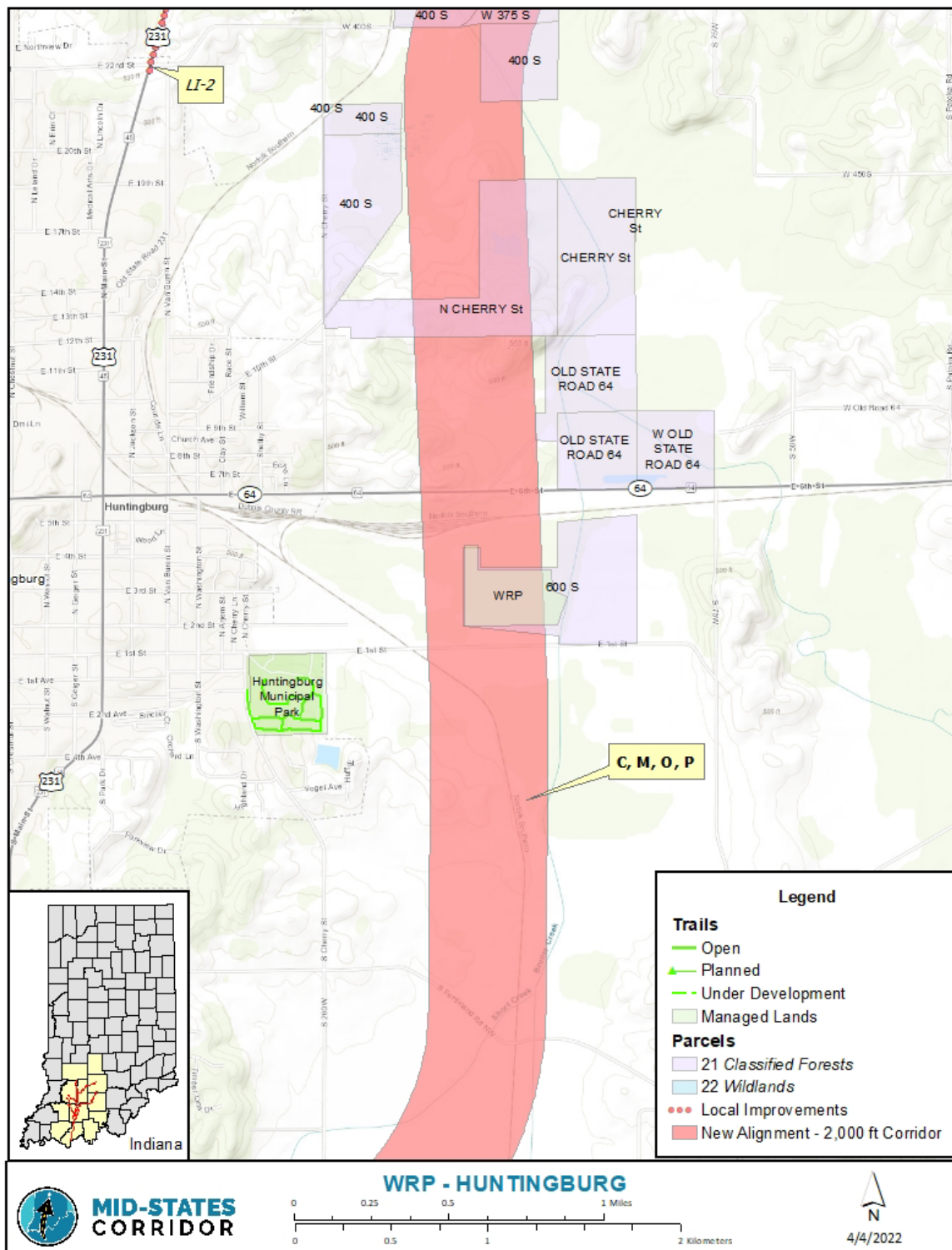


FIGURE 32: MANAGED LANDS IMPACTS AT WRP, HUNTINGBURG

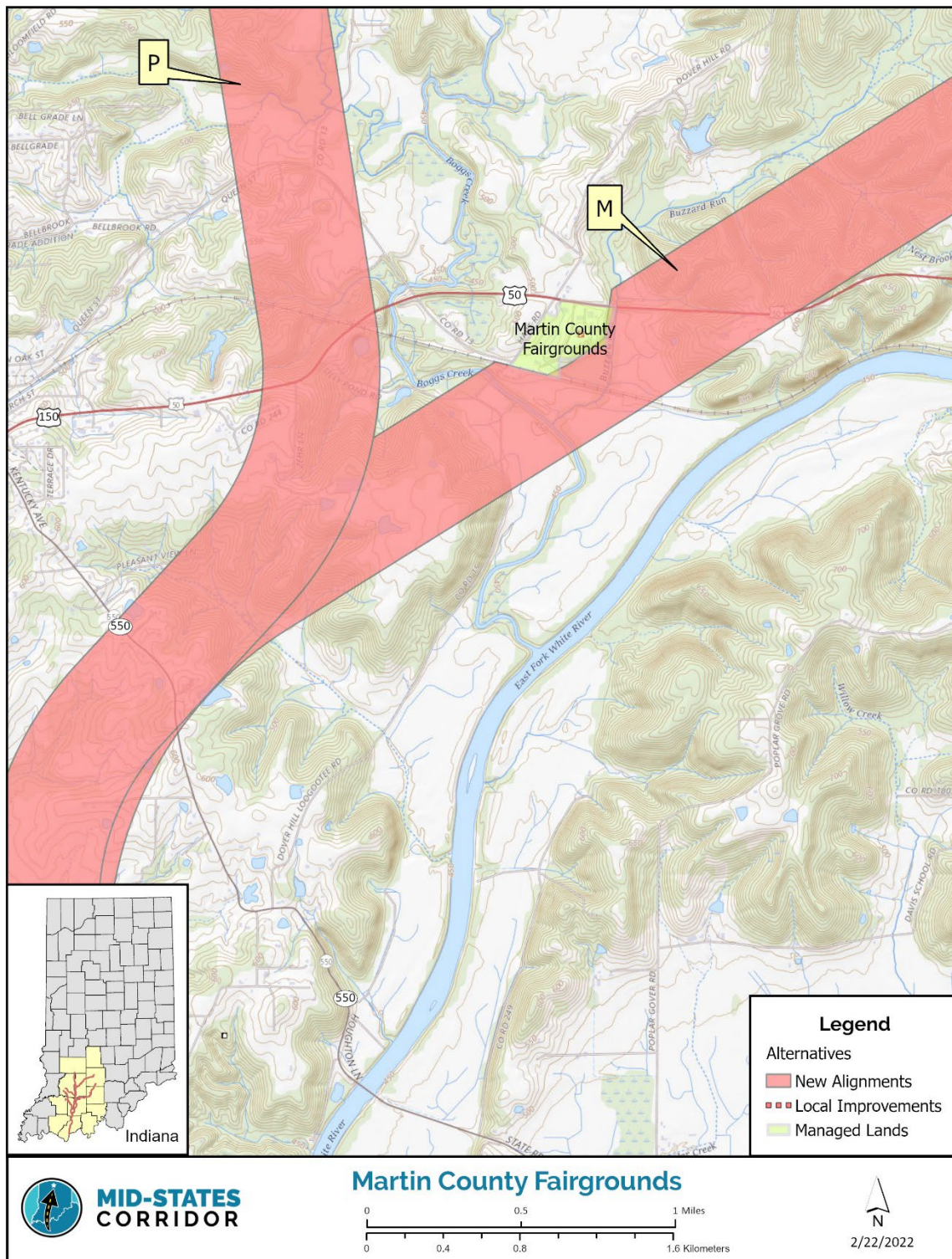


FIGURE 33: MANAGED LANDS, MARTIN COUNTY FAIRGROUNDS



TABLE 1: CLASSIFIED FOREST AND WILDLANDS IMPACTS WITHIN RIGHT-OF-WAY

Alternatives					Managed Land			
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Area (acres)		Section 3 Area (acres)	
					Classified Forest	Wildlands	Classified Forest	Wildlands
B	Expressway	West	N/A	B2-West	6	0	0	0
	Super 2	West	N/A	B3-West	5	0	0	0
C	Expressway	East	N/A	C2-East	18	0	^	0
	Super 2	East	N/A	C3-East	10	0	^	0
M	Expressway	East	N/A	M2-East	18	0	110	0
	Super 2	East	N/A	M3-East	10	0	98	1
O	Expressway	East	N/A	O2-East	^	0	212	0
	Super 2	East	N/A	O3-East	^	0	195	0
P	Expressway	East	Eastern	P2-East _{east}	18	0	40	0
			Western	P2-East _{west}	18	0	37	0
	Super 2	East	Eastern	P3-East _{east}	10	0	38	0
			Western	P3-East _{west}	10	0	35	0
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.								
^ Impacts are less than 0.5 acre.								



TABLE 2: CLASSIFIED FOREST AND WILDLANDS IMPACTS WITHIN 500 AND 1,000 FT. BUFFER

Alternatives					Lands within 500 ft of the Right of Way				Lands within 1,000 ft of the Right of Way			
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Area (acres)		Section 3 Area (acres)		Section 2 Area (acres)		Section 3 Area (acres)	
					Classified Forest	Wildlands	Classified Forest	Wildlands	Classified Forest	Wildlands	Classified Forest	Wildlands
B	Expressway	West	N/A	B2-West	3	1	0	0	6	1	1	0
	Super 2	West	N/A	B3-West	3	1	0	0	7	1	1	0
C	Expressway	East	N/A	C2-East	30	0	0	0	39	0	0	0
	Super 2	East	N/A	C3-East	14	0	2	0	22	0	4	0
M	Expressway	East	N/A	M2-East	30	0	25	1	39	0	39	1
	Super 2	East	N/A	M3-East	14	0	21	1	22	0	37	1
O	Expressway	East	N/A	O2-East	19	0	29	0	24	0	38	0
	Super 2	East	N/A	O3-East	10	0	32	0	14	0	40	0
P	Expressway	East	Eastern	P2-East _{east}	28	0	11	0	36	0	18	0
			Western	P2-East _{west}	28	0	9	0	36	0	15	0
	Super 2	East	Eastern	P3-East _{east}	14	0	10	0	22	0	19	0
			Western	P3-East _{west}	14	0	9	0	22	0	18	0
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated. ^ Impacts are less than 0.5 acre.												

**TABLE 3: CLASSIFIED FORESTS AND WILDLANDS IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS**

Local Improvements*				Managed Land	
LI-#	Existing Road	Alternatives	Section	Classified Forests	Wildlands
LI-1	US 231	B, C, M, O, P	2	0	0
LI-2	US 231	B, C, M, O, P	2	0	0
LI-3	US 231	B, C, M, O, P	2	0	0
LI-4	US 231	C, M, O, P	2	0	0
LI-5	US 231	C, M, O, P	2	0	0
LI-6	US 231	M, P	3	0	0
LI-7	US 231	M, P	3	0	0
LI-8	US 231	P	3	0	0
LI-9	US 231	P	3	0	0
LI-10	SR 56	B	2	0	0
LI-11	SR 257	B	2	0	0
LI-12	SR 257	B	3	0	0
LI-13	SR 450	M	3	0	0
LI-14	SR 450	M	3	2	0
LI-15	SR 56	O	3	0	0
LI-16	SR 56	O	3	6	0
LI-17	SR 145	O	3	0	0
LI-18	US 150	O	3	0	0

* Local Improvements are associated with the alternative and do not change for variations within alternatives.



TABLE 4: MANAGED LANDS IMPACTS WITHIN RIGHT-OF-WAY

Alternatives					Managed Lands		
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Area (acres)		
					IDNR Managed	NRCS Easements	TNC Land
B	Expressway	West	N/A	B2-West	0	0	0
	Super 2	West	N/A	B3-West	0	0	0
C	Expressway	East	N/A	C2-East	0	10	0
	Super 2	East	N/A	C3-East	0	5	0
M	Expressway	East	N/A	M2-East	35	11	0
	Super 2	East	N/A	M3-East	27	5	0
O	Expressway	East	N/A	O2-East	0	10	0
	Super 2	East	N/A	O3-East	0	5	0
P	Expressway	East	Eastern	P2-East _{east}	0	10	6
			Western	P2-East _{west}	^	10	6
	Super 2	East	Eastern	P3-East _{east}	0	5	5
			Western	P3-East _{west}	^	5	5
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.							
^ Impacts are less than 0.5 acre.							



TABLE 5: MANAGED LANDS WITHIN 500 FT. BUFFER, BY SECTION

Alternatives				500 ft Buffer Properties (Count)								
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Areas				Section 3 Areas			
					IDNR	NRCS Easements	Private	TNC Land	IDNR	NRCS Easements	INDOT	TNC Land
B	Expressway	West	N/A	B2-West		1					1	
	Super 2	West	N/A	B3-West		1					1	
C	Expressway	East	N/A	C2-East	1	2	1					
	Super 2	East	N/A	C3-East	1	1						
M	Expressway	East	N/A	M2-East	1	2	1		3	1		
	Super 2	East	N/A	M3-East	1	1			3	1		
O	Expressway	East	N/A	O2-East	2	1	3					
	Super 2	East	N/A	O3-East	1	1						
P	Expressway	East	Eastern	P2-East _{east}	2	1	3				1	1
			Western	P2-East _{west}	2	1	3		1		1	1
	Super 2	East	Eastern	P3-East _{east}	1	1					1	1
			Western	P3-East _{west}	1	1						
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.												
^ Impacts are less than 0.5 acre.												



TABLE 6: MANAGED LANDS WITHIN 1,000 FT. BUFFER, BY SECTION

Alternatives				1000 ft Buffer Properties (Count)								
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Areas				Section 3 Areas			
					IDNR	NRCS Easements	Private	TNC Land	IDNR	NRCS Easements	INDOT	TNC Land
B	Expressway	West	N/A	B2-West		1			1		1	
	Super 2	West	N/A	B3-West		1			1		1	
C	Expressway	East	N/A	C2-East	5	2	1					
	Super 2	East	N/A	C3-East	1	1	1					
M	Expressway	East	N/A	M2-East	5	2	1		5	1		
	Super 2	East	N/A	M3-East	1	1	1		5	1		
O	Expressway	East	N/A	O2-East	8	1	3					
	Super 2	East	N/A	O3-East	1	1	1					
P	Expressway	East	Eastern	P2-East _{east}	4	1	2			1	1	
			Western	P2-East _{west}	4	1	2		1	1	1	
	Super 2	East	Eastern	P3-East _{east}	1	1	1				2	2
			Western	P3-East _{west}	1				2		2	2
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.												
^ Impacts are less than 0.5 acre.												



TABLE 7: MANAGED LANDS IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS

Local Improvements*				Managed Lands		
LI-#	Existing Road	Alternatives	Section	Area (acres)		
				IDNR Managed Land	NRCS Easements	TNC Land
LI-1	US 231	B, C, M, O, P	2	0	0	0
LI-2	US 231	B, C, M, O, P	2	2	0	0
LI-3	US 231	B, C, M, O, P	2	0	0	0
LI-4	US 231	C, M, O, P	2	0	0	0
LI-5	US 231	C, M, O, P	2	0	0	0
LI-6	US 231	M, P	3	0	0	0
LI-7	US 231	M, P	3	0	0	0
LI-8	US 231	P	3	0	0	0
LI-9	US 231	P	3	0	0	0
LI-10	SR 56	B	2	0	0	0
LI-11	SR 257	B	2	0	0	0
LI-12	SR 257	B	3	0	0	0
LI-13	SR 450	M	3	0	0	0
LI-14	SR 450	M	3	0	0	0
LI-15	SR 56	O	3	0	0	0
LI-16	SR 56	O	3	0	0	0
LI-17	SR 145	O	3	0	0	0
LI-18	US 150	O	3	0	0	0

*Local Improvements are associated with the alternative and do not change for variations within alternatives.



TABLE 8: TRAILS IMPACTS WITHIN RIGHT-OF-WAY

Alternatives					Managed Trails		
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Length (feet)		
					Opened	Planned	Under Development
B	Expressway	West	N/A	B2-West	0	0	0
	Super 2	West	N/A	B3-West	0	0	0
C	Expressway	East	N/A	C2-East	0	0	0
	Super 2	East	N/A	C3-East	0	0	0
M	Expressway	East	N/A	M2-East	0	556	0
	Super 2	East	N/A	M3-East	0	502	0
O	Expressway	East	N/A	O2-East	0	0	0
	Super 2	East	N/A	O3-East	0	0	0
P	Expressway	East	Eastern	P2-East ^{east}	0	0	0
			Western	P2-East ^{west}	0	294	0
	Super 2	East	Eastern	P3-East ^{east}	0	0	0
			Western	P3-East ^{west}	0	294	0

* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.

^ Impacts are less than 0.5 acre.



TABLE 9: TRAILS IMPACTS WITHIN 500 AND 1,000 FT. BUFFER

Alternatives					Trails in ROW Vicinity					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	500 ft within ROW			1000 ft within ROW		
					Opened	Planned	Under Development	Opened	Planned	Under Development
B	Expressway	West	N/A	B2-West	0	0	0	0	0	0
	Super 2	West	N/A	B3-West	0	0	0	0	0	0
C	Expressway	East	N/A	C2-East	0	0	0	0	0	0
	Super 2	East	N/A	C3-East	0	0	0	0	0	0
M	Expressway	East	N/A	M2-East	0	1	0	0	1	0
	Super 2	East	N/A	M3-East	0	1	0	0	1	0
O	Expressway	East	N/A	O2-East	0	0	0	0	0	0
	Super 2	East	N/A	O3-East	0	0	0	0	0	0
P	Expressway	East	Eastern	P2-East _{east}	0	0	0	0	0	0
			Western	P2-East _{west}	0	1	0	0	1	0
	Super 2	East	Eastern	P3-East _{east}	0	0	0	0	0	0
			Western	P3-East _{west}	0	1	0	0	1	0
* Tier 1 Alternative impacts are reported in ranges including all the local improvements, facility types, and bypass variations. Facility type 1, freeways, has been removed from consideration. Therefore, no modifications to existing US 231 in Section 1 are anticipated.										
^ Impacts are less than 0.5 acre.										



TABLE 10: TRAILS IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS

Local Improvements*				Managed Trails		
LI-#	Existing Road	Alternatives	Section	Length (feet)		
				Opened	Planned	Under Development
LI-1	US 231	B, C, M, O, P	2	0	0	0
LI-2	US 231	B, C, M, O, P	2	0	0	0
LI-3	US 231	B, C, M, O, P	2	0	1,713	0
LI-4	US 231	C, M, O, P	2	0	736-798	0
LI-5	US 231	C, M, O, P	2	0	0	0
LI-6	US 231	M, P	3	0	0	0
LI-7	US 231	M, P	3	0	0	0
LI-8	US 231	P	3	0	4,184	0
LI-9	US 231	P	3	0	0	0
LI-10	SR 56	B	2	0	0	0
LI-11	SR 257	B	2	0	0	0
LI-12	SR 257	B	3	0	0	0
LI-13	SR 450	M	3	0	0	0
LI-14	SR 450	M	3	0	0	0
LI-15	SR 56	O	3	0	0	0
LI-16	SR 56	O	3	0	0	0
LI-17	SR 145	O	3	0	0	0
LI-18	US 150	O	3	0	0	0

* Local Improvements are associated with the alternative and do not change for variations within alternatives.