



**MID-STATES
CORRIDOR**

APPENDIX Z: AGENCY MEETINGS AND CORRESPONDENCE

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for
Indiana Department of Transportation
Mid-States Corridor Regional Development Authority

SEPTEMBER 1, 2021 *UPDATED APRIL 25, 2023*

Prepared by
Mid-States Corridor Project Consultant





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AGENCY COORDINATION

Introduction

Coordination with local, state, and federal agencies is an essential component of the National Environmental Policy Act (NEPA). It is important to receive information and guidance from agencies with jurisdiction over various resources and/or provide representation for the citizens in the study area. Frequent discussion and input from all involved agencies can help ensure the most suitable and beneficial outcome is achieved. Throughout the Tier 1 Study, the project team coordinated with agencies through multiple forms of interaction.

USFWS Coordination Meetings

In July of 2019 members of Lochmueller Group met with representatives of INDOT and the USFWS to discuss the history of the Mid-States project and any relevant, previously completed studies. This included a broad project overview indicating the major goals of the project and an explanation of the Tiered NEPA study approach.

Following a description of the anticipated timeline, the conversation shifted to exploring potential concerns regarding threatened and endangered species and environmentally sensitive areas. INDOT and Lochmueller Group requested that the USFWS identify areas of major concern within the preliminary study area. The USFWS requested a map, any relevant GIS layers, and a formal request for consultation be sent to them regarding impacts within the study area.

The same representatives and FHWA reconvened to discuss the project's status in December of 2019. The previously discussed timeline was being maintained and the screening report was anticipated to be issued in early February 2020. It was anticipated an additional agency meeting would be scheduled in March 2020. Activities planned as part of the Tier 1 EIS were explained and a strategy for an in-depth review of the potentially impacted species was developed to allow all parties access to the confidential USFWS threatened and endangered species data.

USFWS Meeting Dates

- USFWS Coordination Meeting – July 3, 2019
- USFWS Endangered Species Act Consultation – December 12, 2019

Early Coordination Letter

An Early Coordination Letter (ECL) was distributed to individuals and agencies whose expertise would be beneficial to the environmental review process in August of 2019. These invitees included city agencies, state agencies, and federal agencies. The ECL included a project description, purpose and need, list of past studies, and an explanation of the anticipated next steps. In its closing the ECL asked its recipients to review the included information and provide any comments relative to potential impacts under their areas of jurisdiction/expertise. Lastly, those who received the ECL were invited to attend the Agency Scoping meeting planned for August 20, 2019.



Early Coordination Letter Distribution Date

- Early Coordination Letter – August 5, 2019

Agency Scoping Meeting

In August of 2019, the project team hosted a large meeting of both in person and virtual attendants at Vincennes University Jasper Campus. Those who were extended an invitation to the meeting were also extended the opportunity to be a participating agency, meaning that they would help identify any issues of significant concern throughout project development. Any cooperating agencies would be involved in a higher level of authority and detail regarding the environmental process. After extending the invitation, the meeting went on to discuss the project overview, the goal and structure of the tiered NEPA studies, and the anticipated timeline for project milestones. Following a description of the project and outlining the goal of the studies, a more focused approach was taken to describing the project Purpose and Need and the project area was described further.

A significant portion of the meeting was dedicated to displaying and describing the preliminary alternatives. These consisted of multiple alignment and facility type combinations which would all be analyzed moving forward. The evaluation process includes avoiding or mitigating social, economic, and environmental impacts resulting from the project. Agency feedback on these impacts moving forward is typically instrumental to the analysis phase. The project team described their strategies of the preliminary screening of alternatives as well as the role that coordination meetings and public involvement will play in those processes. Finally, it was noted that agency comments were requested to be submitted within 30 days following the meeting.

Formal invitations were submitted to the USACE and USFWS to be Cooperating Agencies as part of the early coordination process. The USACE declined acting in the capacity of a Cooperating Agency but did affirm to act as a Participating Agency. The USFWS accepted the opportunity to be a Cooperating Agency. The other invited agencies are identified as Participating, although an affirmative response was not received from all of them. USEPA accepted the role of Participating Agency and requested a two-week advance notice of all meeting and conference calls, along with one paper copy and three USB drives of all materials exceeding 30 pages they are asked to review.

Below is a condensed list of the agencies that were contacted and whether they responded. The responses received were in reply to the ECL sent on August 5, 2019, the follow up email providing the draft Purpose and need on August 13, 2019, and the materials presented at the Scoping Meeting held on August 20, 2019. A copy of each response is included in the attachments section of this appendix.

Scoping Meeting Date

- Agency Scoping Meeting – August 20, 2019



Agency	Response Received
USFWS	Yes
US Natural Resources Conservation Service	No
National Park Service - Midwest	No
US Department of Housing and Urban Development	No
USACE – Louisville District	Yes
USEPA – Region 5	Yes
INDOT – Multi-Modal	No
IDNR	No
IDNR – Fish and Wildlife	No
IDNR – Division of Historic Preservation and Archaeology	Yes
IDNR – Water	No
IDNR – Oil and Gas	Yes
IDEM – Office of Water Quality – Surface Water Branch / Drinking Water Branch	Yes
IDEM – WHPA Proximity	Yes
IDEM – Office of Air Quality	No
IDEM – Office of Land Quality	Yes
Indiana Geologic Survey	No
Eighth Coast Guard District	No
US Department of the Interior, Office of Environmental Policy	No
USDA Hoosier National Forest	Yes
INDOT – Environmental Services – Cultural Resources	No
FHWA	No
IDEM – Groundwater Section	No
IDNR – Environmental Unit	Yes
IDEM	Yes
INDOT	No
Evansville MPO	No
Bloomington MPO	No
DNR Fish and Wildlife – Bloomington	No
FAA – Great Lakes	No

Note: This list represents the agencies that were contacted. In some cases, multiple individuals within these agencies received ECLs separately to ensure project awareness across the necessary branches within those agencies.



Tribal Nations	Response Received
Eastern Shawnee Tribe of Oklahoma	Yes
Miami Tribe of Oklahoma	Yes
Peoria Tribe of Oklahoma	No
Pokagon Band of Potawatomi Indians	Yes
Forest County Potawatomi Community	Yes
Delaware Tribe of Indians, Oklahoma	No
Delaware Nation of Oklahoma	Yes
Shawnee Tribe	Yes
Wyandotte Nation	No
Absentee Shawnee Tribe of Oklahoma	No
Osage Nation	No
United Keetoowah Band of Cherokee Indians	No
Ho-Chunk Nation of Wisconsin	Yes

Note: This list represents all Tribal Nations contacted as part of the coordination process throughout the study. Some were added during the study at the request of INDOT’s Cultural Resource Office.

Screening of Alternatives Agency Meeting

The project team hosted a meeting in March of 2020 for both in-person and virtual attendants at the Vincennes University Jasper Campus to discuss the Screening of Alternatives. A timeline for anticipated project milestones was outlined and the Purpose and Need was described prior to explaining the process for the screening of alternatives. The screening discussion covered the progression of an initial 28 alternatives taken down to a combination of ten preliminary alternatives on five primary routes. Only these ten alternatives were to be carried forward for detailed study. Following an explanation of the screening process, many of the criteria assessed in the screening stage were discussed to highlight costs and benefits discovered throughout screening. These included: natural resources, community resources, and cost (financial).

Screening of Alternatives Meeting Date

- Screening of Alternatives Agency Meeting – March 3, 2020

Agency Bus Tour

The project team conducted an in-person bus tour in March of 2020 of the routes being carried forward for detailed analysis as determined during the Screening of Alternatives. The tour began at the Vincennes University Jasper Campus and included general areas of concern as well as important landmarks within or near the study bands. Throughout the tour, Lochmueller group representatives fielded questions and drew attention to resources for discussion of potential impacts. Topics of interest included environmental justice in applicable neighborhoods, and environmentally unique and/or sensitive areas. A formal meeting summary was not compiled for the bus tour, but a list of important topics and questions was written following the meeting and is attached.



Bus Tour Meeting Date

- Agency Bus Tour – March 4, 2020

DEIS/Preferred Alternative Coordination Meeting

The project team held a meeting following the release of the Tier 1 Draft Environmental Impact Statement (DEIS) to discuss the document and the identification of Alternative P as the preferred alternative.¹ The meeting was held at the Vincennes University Jasper Campus with a combination of in person and virtual attendance. The meeting included a presentation that summarized the project status and the findings of the DEIS. It concluded with a virtual fly-over of the preferred alternative using ESRI map services to highlight areas and/or resources of special interest. Materials associated with the meeting are attached.

DEIS/Preferred Alternative Coordination Meeting Date

- DEIS/Preferred Alternative Coordination Meeting – May 5, 2022

Comments on the Draft Environmental Impact Statement

Summaries of agency comments on the Draft Environmental Impact Statement follow. The complete comments and associated responses are provided in Volume IV – Comments and Responses, in this FEIS.

- **June 13, 2022: Indiana Department of Natural Resources (email):** J. Matthew Buffington, Environmental Supervisor for the IDNR Division of Fish and Wildlife provided comments on various potential impacts of the preferred alternative identified in the DEIS. The 14-page document gave opinions on the preferred alternative and recommendations on managing impacts.
- **June 14, 2022: U.S. Army Corps of Engineers (email):** Deborah Duda Snyder, Project Manager for the U.S. Army Corps of Engineers, provided comments on the DEIS and suggested continued coordination.
- **June 14, 2022: U.S. Environmental Protection Agency (email):** Kenneth Westlake, Department Director of the Office of Multimedia Programs of the U.S. Environmental Protection Agency provided its comments on the DEIS. Comments focused on impact to water resources, mitigation and environmental justice.
- **June 14, 2022: U.S. Department of the Interior, U.S. Fish and Wildlife Service (email):** John Nelson, Regional Environmental Officer for the U.S. Fish and Wildlife Service within the U.S.

¹ In response to comments on the DEIS, the FEIS Preferred Alternative is Refined Preferred Alternative P. It is a modification of Alternative P in the vicinity of Loogootee. See following discussion.



Department of the Interior, provided comments on the DEIS. They included support of the preferred alternative, information on endangered species and general and specific recommendations.

Refined Preferred Alternative P Outreach

Multiple comments were received from local officials in Loogootee and Martin County regarding Alternative P's western variation at Loogootee. Portions of this alignment are in Daviess County. These comments requested modifications to Alternative P to bring it through or to the east of Loogootee.

In response to these comments, three additional variations of Alternative P have been added in Martin County. All variations of Alternative P are within Section of Independent Utility (SIU) 4. See Section 2.7 for a discussion of Tier 2 sections for all alternatives. Alternative P with these variations has been designated as Refined Alternative P (RPA P). It is evaluated separately from any alternative considered in the DEIS. A single variation of RPA P will be selected in Tier 2 studies for SIU 4. See Section 2.5.2 for details about the variations of RPA P near Loogootee.

Communication of these changes was made to the agencies via email from Project Manager Jason DuPont. The email, sent on February 27, 2023, included a link to view a short video that provided information on the new variations and included attachments of two maps depicting the new variations. The email is available below. The outreach materials accessible via the email link are available in **Appendix NN**.

Comments on RPA P

Summaries of comments on the decision to carry forward RPA P for further analysis in the Tier 2 studies follow. Full responses are attached to the end of the document.

- **February 27, 2023: Indiana Department of Environmental Management (email).** James Turner with the Indiana Department of Emergency Management (IDEM) Office of Water Quality responded to the RPA P email to state that Jason Randolph will manage permitting for this project. It asked that he be added to the project's distribution list.
- **March 7, 2023: Indiana Department of Transportation Office of Aviation (email):** Tyler Lewandowski, Project Manager for INDOT Office of Aviation stated that, after review, no tall structure permit is required for the project if all construction equipment is under 200 feet in height.
- **March 16, 2023: United States Department of Agriculture (email):** John Allen, State Soil Scientist for the United States Department of Agriculture – Natural Resources Conservation Service, asked to be notified when a route and permanent ROW are determined so an environmental review can be completed.
- **March 17, 2023: Indiana Department of Natural Resources (email):** Beth McCord, Deputy State Historic Preservation Officer for the Indiana Department of Natural Resources (IDNR), stated they will report on significance of, and impacts on specific properties once the assessment on potential impacts to archaeological and above-ground properties occurs in the Tier 2 studies.



- **March 27, 2023: Indiana Department of Natural Resources (email):** Matt Buffington, Environmental Unit Supervisor for the Indiana Department of Natural Resources – Division of Fish and Wildlife, commented that the alternatives appear to have varied impacts to natural resources, with impacts increasing from west to east. He shared that the western alternative appears to have the lowest likely impacts. His comment addressed how western variations would have fewer impacts to West Boggs Creek (and Lake) and the eastern alternatives appear to create more significant forest impacts.



MEETING AGENDA

Meeting With: US Fish and Wildlife Service

Meeting Date: July 3, 2019; 1:00 p.m. Eastern

Meeting Location: USFWS Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403

Regarding: Mid-States Corridor Coordination

ITEMS TO BE DISCUSSED

- Introductions and Project Overview
- Tiered NEPA Approach
 - Reasons for Tiered Approach
 - Outcome of Tiered Approach
- Threatened and Endangered Species
- Section 7 Consultation Expectations



MEETING SUMMARY

- Meeting With:** US Fish and Wildlife Service
- Meeting Date:** Wednesday, July 3, 2019; 1:00 p.m. Eastern
- Meeting Location:** USFWS Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403
- Regarding:** Mid-States Corridor Coordination
- Submitted By:** Jason DuPont, Mid-States Corridor Project Manager
Lochmueller Group
- Issue Date:** Wednesday, July 23, 2019
- In Attendance:** Scott Pruitt, U.S. Fish and Wildlife Service (USFWS)
Robin McWilliams-Munson, USFWS
Laura Hilden, Indiana Department of Transportation (INDOT)
Sandy Bowman, INDOT
Ron Bales, INDOT
Meghan Hinkle, INDOT
Jason DuPont, Lochmueller Group (Lochgroup)
Rusty Yeager, Lochmueller Group
Matt Riehle, Lochmueller Group

ITEMS DISCUSSED:

- Introductions and Project Overview
 - Jason DuPont (JD) discussed the history of the Mid-State Corridor project and previous studies.
 - Primary intent is to connect the US 231/Natcher Bridge over the Ohio River to I-69, possibly via SR 37
- Tiered NEPA Approach/Project Schedule
 - 2-mile bands will initially be studied for preliminary alternatives (map provided showing potential preliminary study bands)
 - Map includes Section 1 (Ohio River to I-64), Section 2 (I-64 to north of Jasper), and Section 3 (north of Jasper to I-69/SR 37)
 - Section 1 would likely only include upgrades to the existing 4-lane section of US 231 (footprint is already in place)
 - Section 2 was studied previously as a part of the US 231 bypass DEIS (options around Huntingburg and Jasper)

- Tier 1 will include evaluating a wide-range of roadway types (2-lane/4-lane/interstate/etc) and locations
- 12-county study area will be evaluated
- Initial feedback is currently being sought from agencies and stakeholders
- Formal early coordination will be sent out to agencies in late July
- Public meetings to be held in early August for feedback on conceptual options
- Formal agency meeting to be held August 20 with refined preliminary alternative maps
- Potential “fatal flaws” will be evaluated for each option as they are developed through the outreach efforts
- Preliminary alternatives report to be developed in early September with a fall distribution of preliminary alternative screening to agencies
- Tier 1 draft EIS in mid-2020
- Tier 1 ROD in mid-2021 (25 month schedule)
- Mid-State project under FHWA FAST Act schedule consideration
- A single 2,000-foot wide preferred alternative will be selected at Tier 1 level
- Tier 2 would be initiated after Tier 1 ROD and would include detailed studies within to 2,000-foot wide corridor to define the project footprint
- Tier 2 schedule to be determined and may include multiple sections similar to the I-69 approach
- Threatened and Endangered Species
 - Inquiry was made regarding species of concern. Bats, mussels, and Hoosier cavefish were noted but a formal list should be requested through IPaC.
 - Avoidance of environmentally sensitive areas will also be considered in Tier 1 assessment efforts
- Section 7 Consultation Expectations
 - Tier 1 to utilize existing records and feedback for alternative selection and Biological Assessment; no detailed field work is planned until Tier 2
 - Biological Assessment (BA) would be formally provided to USFWS in the mid-2020 timeframe after release of the Tier 1 draft EIS
 - INDOT/Lochgroup requested USFWS to identify areas of major concern within the 12-county study area and potential project footprint
 - USFWS identified the French Lick route (Section 3F from map) as the area of most concern of the potential alternatives shown on the current mapping
 - USFWS requested that Lochgroup provide GIS data that included the potential project footprint along with a more formal request for information
 - USFWS thanked the project team for the opportunity of early input
- Action Items
 - Lochgroup to provide map, GIS data, and formal request to the USFWS for initial input and areas of concern within the potential project footprint
 - USFWS to provide initial feedback within the footprint

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING AGENDA

- Meeting With:** US Fish and Wildlife Service
- Meeting Date:** December 12, 2019; 9:00 a.m. Eastern
- Meeting Location:** USFWS Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403
- Regarding:** Mid-States Corridor Coordination
Tier 1 Consultation Survey Needs

ITEMS TO BE DISCUSSED

- Introductions and Project Status/Schedule
- Tiered Consultation Approach
 - Reasons for Tiered Approach
 - Expectations for Each Tier of Analysis
- Threatened and Endangered Species to be Considered
- Survey Needs by Species
 - Tier 1
 - Tier 2
- Section 7 Consultation Expectations



MEETING SUMMARY

Date of Meeting: December 12, 2019 **Re:** Endangered Species Act Consultation

Location: USFWS
Bloomington
Field Office **Issue Date:** December 13, 2019

Submitted By: Michael Grovak

In Attendance:

In Person

Scott Pruitt (USFWS) Jason Dupont (LG)
Robin McWilliams (USFWS) Rusty Yeager (LG)
Michelle Allen (FHWA) Michael Grovak (LG)
Kyanna Moon (INDOT)
Michael Thomas (INDOT)

Via Telephone

Laura Hilden (INDOT)
Ron Bales (INDOT)
Sandra Bowman (INDOT)
Matt Riehle (LG)

ITEMS DISCUSSED:

Note: In some instances, this summary groups meeting discussions by topic, rather than in the actual order they were discussed.

Jason DuPont (JD) opened the meeting. The purpose of the meeting was to discuss Section 7 coordination and consultation for Tier 1 and Tier 2 of the Mid-States Corridor Environmental Impact Statement (EIS).

Project Status

JD provided a project status report. Scoping activities commenced this past summer, and continued until the early fall. Based upon the input received during scoping, preliminary alternatives were identified. These preliminary alternatives now are being screened to identify a smaller number of alternatives for detailed analysis in the Draft EIS (DEIS). Resource impact evaluations are an important part of the screening analysis. The Screening Report will be issued

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in early February 2020. This will be followed by formal input activities on the recommendations. The final input activity will be an agency meeting in March.

Scott Pruitt (SP) asked about the range of alternatives being considered. JD stated that the focus of the project area is Dubois County. All alternatives begin on US 231 near the Ohio River bridge in Spencer County. After following US 231 to south of Huntingburg, alternatives proceed around or through Jasper and Huntingburg before joining I-69 to the northwest, I-69 to the north, or SR 37 (continuing to I-69) to the northeast.

JD explained that the routes also are evaluated using several facility types. These include a "Super-2" (a two-lane facility with higher design standards and a center passing lane), an expressway (four-lane divided facility with grassy median; access is both at-grade and at interchanges) and freeway (all access is at interchanges; other roads crossing the facility use overpasses or underpasses).

SP asked at what point corridors will be defined for the alternatives. JD stated that the detailed alternatives in the DEIS will be defined as corridors (probably 2,000 feet wide, as was the case for I-69 Tier 1). For the screening analysis, alternatives are defined only as a buffer whose width is determined by the type of facility and terrain (flat versus rolling).

Tier 1 Consultation

JD described the team's expectation that there will be formal Section 7 consultation in Tier 1. This consultation will be based upon the preferred alternative. A preferred alternative will be identified in the DEIS. Michelle Allen (MA) added that there are two possible approaches to Section 7 coordination for tiered studies. One is the approach used for the I-69 project. This provides for formal Tier 1 consultation. This includes a Tier 1 Biological Assessment (BA) and Biological Opinion (BO) (including a take statement). This is followed by formal Tier 2 consultation in conjunction with individual NEPA studies of Sections of Independent Utility (SIUs). Alternatively, coordination between USFWS and FHWA can occur in Tier 1, with formal consultation occurring only during Tier 2 studies.

JD stated we anticipate the first approach, with formal consultation in Tier 1. SP agreed that this is a "safer" approach. It allows any potentially serious ESA concerns to be identified during Tier 1. FHWA would incur added risk by not having a jeopardy determination until Tier 2. SP also asked about the timing of Tier 2 projects. JD stated that the Tier 1 EIS will identify Tier 2 SIUs. However, the relative timing of the Tier 2 NEPA studies may not be clearly defined in Tier 1. MG added that the DEIS will define Tier 2 SIUs for all alternatives, not merely the one identified as the preferred.

With regard to a Tier 1 BA/BO, JD noted that the schedule did not anticipate new field surveys during Tier 1. SP noted that the project schedule reflects the current federal requirement for

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completing NEPA studies within 24 months. He acknowledged that the timing of project activities does not accommodate Tier 1 field studies (in particular bat studies).

Drawing on experience with the I-69 Tier 1 EIS, SP stated that Tier 1 analyses will need to be expansive in their assumptions about the extent of maternity colonies and associated take from the project. This is intended to avoid significant increases in take assumptions when more detailed surveys are conducted in Tier 2.

Robin McWilliams (RM) asked about the schedule and length of time anticipated for BA and BO documentation. JD stated that the team will prepare the pre-draft BA to provide it for USFWS's review and input in August or September of 2020, shortly before the release of the DEIS. This will allow formal submission of the BA about October. MG noted that this will be 250 or more days prior to the scheduled release of the FEIS/Record of Decision (ROD) in mid-2021. JD confirmed (in response to a question from RM) that our schedule anticipates a full 135 days for preparing the BO.

SP raised the possibility that the preferred alternative would change between the DEIS and FEIS/ROD. MA acknowledged that there always is that possibility. She noted that the schedule would have to be extended if that occurred.

SP asked about the kind and extent of opposition groups. JD noted that there were a few individuals who have expressed their opposition to the project, but that no organized groups have come forward. MG added that some organized groups advocate that the project be located in their region of the Study Area.

USFWS Listed Species Data

There was a discussion of several matters related to data sources and access to them. These discussions centered on USFWS's database of listed species occurrences. INDOT now has access to this database under a confidentiality/sharing agreement with USFWS. There was a discussion of how these data should be made available to Lochmueller Group to act as INDOT's agent for purposes of this study. It was decided that INDOT will request that USFWS provide the current version of this database to Lochmueller Group. USFWS will provide the data for the 12 counties in the project study area. These data will be provided under an appropriate confidentiality agreement. Laura Hilden (LH) and RM will confer early the week of December 16 to ensure that the request is properly worded. LH asked whether the request should be a formal letter, or if an email would be appropriate. SP stated that she could make the request in an email.

Species list

USFWS provided an initial species list in its September 12, 2019 letter. This letter responding to the Early Coordination Letter and subsequent agency meeting on August 20. SP stated that this

December 12, 2019

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list will provide the basis for species to be considered in the Tier 1 BA. He noted that the species to be considered in the BA will depend upon the location of the preferred alternative. Other species may need to be added to this list. Discussion points related to this include:

- SP stated that the mussel list in the September 12 letter is the starting point.
- We need to have further discussions regarding whether to address the lake sturgeon, the round hickorynut mussel, and the salamander mussel.
- LH mentioned the potential listing of the monarch butterfly. SP stated we need further discussions of this species as well.

Anticipated Tier 1 Approach

The following points summarized the agreed-upon approach for Tier 1 Section 7 analysis.

- FHWA will engage in formal consultation with USFWS for the Tier 1 EIS.
- At INDOT's request, Lochmueller will obtain USFWS's dataset for listed species within the project Study Area.
- We will carefully consider all evidence for the presence of bat maternity colonies. We will seek to avoid underestimating the presence of maternity colonies.
- The discussion of listed species in the EIS will be qualitative, and not identify specific occurrences. We must avoid identifying specific locations where listed species are found.
- Next steps include preparing confidentiality documents for Lochmueller to access USFWS listed species data, and making more detailed plans for the BA analysis.
- There are plans for an agency field review of key natural areas associated with the alternatives in conjunction with the next Agency meeting in March.

SP enquired about the priority of the work on the Mid-States BO relative to other INDOT projects. MA and Kyanna Moon (KM) noted that priorities will need to be assessed when the BA is submitted late in the summer of 2020. MA added that she does not foresee other major projects to be evaluated by USFWS at that time. SP added that this BO will require heavy use of RM's time, and it would be desirable if she could devote a large portion of her time to the Mid-States BO.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

From: [Allen, Michelle \(FHWA\)](#)
To: [DuPont, Jason](#); [Grova, Michael](#); [Hilden, Laura \(lhilden@indot.IN.gov\)](#); [Bales, Ronald \(rbales@indot.IN.gov\)](#); [Kyanna Moon \(KMoon1@indot.IN.gov\)](#)
Subject: FW: Electronic distribution of ER 19/291 -NOI for the Proposed Mid-States Corridor
Date: Monday, July 29, 2019 12:19:17 PM

FYI- please include in project record. I did respond to Robin and acknowledge receipt.

Thanks,
Michelle

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, July 29, 2019 12:11 PM
To: Allen, Michelle (FHWA) <michelle.allen@dot.gov>
Cc: Stephanie Nash <stephanie_nash@fws.gov>; Robert Krska <robert_krska@fws.gov>; Scott Pruitt <Scott_Pruitt@fws.gov>
Subject: Electronic distribution of ER 19/291 -NOI for the Proposed Mid-States Corridor

Dear Ms. Allen,

The U.S. Fish and Wildlife Service Indiana Field Office has received notice of your intent to prepare an Environmental Impact Statement for the Proposed Mid-States Corridor in southern Indiana. According to the notice, the FHWA in cooperation with the Indiana Department of Transportation (INDOT) and the Mid-States Corridor Regional Development Authority (RDA) will prepare a Tier 1 EIS on proposed highway corridors to improve access to southern Indiana population, manufacturing, and multimodal centers (e.g., river barge and rail connections).

The project is within the range of the federally endangered Indiana bat (*Myotis sodalis*), gray bat (*Myotis grisescens*), interior least tern (*Sterna antillarum*) sheepsnose mussel (*Plethobasus cyphus*), fanshell mussel (*Cyprogenia stegaria*), rough pigtoe mussel (*Pleurobema plenum*) and fat pocketbook mussel (*Potamilus capax*), and the federally threatened northern long-eared bat (*Myotis septentrionalis*) and rabbitsfoot mussel (*Quadrula cylindrica cylindrica*). Depending on the northern termini, the project may also fall within critical habitat for the Indiana bat.

The Tier 1 EIS for this proposed action will be to resolve “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. The Tier 1 document will include in-depth analysis of environmental, transportation, and economic impacts, as well as cost estimates. This document will provide the basis for FHWA to grant location approval for a specific corridor.

The Service's Indiana Field Office has begun some initial coordination with INDOT and it's consultants on the Mid-States project and we look forward to continued collaboration during the NEPA and Section 7 process.

Sincerely,

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p



MID-STATES CORRIDOR

August 5, 2019

«AgencyCompany»
«Name», «Title»
«Address_1»
«Address_2»
«City», «State» «Zip»

Sample Early Coordination Letter

Re: Des. No.: 1801941
Mid-States Corridor in Southern Indiana
Tier 1 Environmental Impact Statement
Various Counties

Dear «Salu»:

The Federal Highway Administration (FHWA) in cooperation with the Indiana Department of Transportation (INDOT) and the Mid-States Corridor Regional Development Authority (RDA) are evaluating several potential routes in southern Indiana to provide new and improved transportation facilities beginning from the Ohio River at Rockport (Spencer County) and continuing north to connect with either I-69 or State Road (SR) 37. Roadway facility types considered may range from “Super-Two” type roads to four-lane roads with different levels of access control (Super-Two type roads include periodic passing lanes in alternating directions on two-lane rural roadways).

This letter is part of the early coordination phase of the environmental review process. We are requesting comments in association with your area(s) of expertise related to potential environmental effects which could result from this project. **Please use the above project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

INDOT has initiated this project as a Tier 1 Environmental Impact Statement (EIS), which is intended to culminate in an EIS and Record of Decision (ROD). Because of the size, complexity, and length of time the project could take to implement, the project is being studied in ‘tiered’ stages. Tier 1 is intended to define the purpose and need of the project and focus on broad issues. This approach helps resolve “big picture” planning issues such



6200 Vogel Road
Evansville, Indiana 47715

PHONE: 812.479.6200 • TOLL FREE: 800.423.7411

August 5, 2019

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as “build” vs. “no-build”; modal preferences; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor if a build alternative is selected. Once the Tier 1 document resolves the major issues, Tier 2 documentation can be initiated. Tier 2 addresses site-specific details closely tailored to the needs of the communities located within each defined project section.

For this Tier 1 EIS, the “Build” alternatives investigated will be narrowed through a series of review processes. Initially, preliminary alternatives were defined as lines connecting points on a map. These have been developed into study bands which focus on resources over an approximately two-mile wide area. As these are further studied, refined corridors approximately 2,000 feet wide will be developed within the study bands. Finally, a working alignment will be developed within each corridor to estimate impacts and preliminary construction and engineering costs.

Definition of Alternatives

As part of the Tier 1 analysis, several alternatives are being considered. All alternatives will include existing US 231 beginning at Rockport and continuing to I-64 north of Dale. Alternatives will have either an eastern or western bypass around the cities of Huntingburg and Jasper. North of Jasper there will be multiple alternatives using existing facilities, new terrain construction, or a combination thereof. The total length of the proposed corridors will vary between approximately 55 and 120 miles (85 and 190 kilometers). The enclosed map includes potential preliminary alternatives based upon previous studies and input from stakeholders and the public.

What is the purpose of the project?

The purpose of the project is to provide better access to Southern Indiana population and manufacturing centers, including better connections to existing multimodal centers (air, river barge and rail connections). It also is intended to improve regional traffic safety in Southern Indiana and support economic development in Southern Indiana. A Draft Purpose and Need Statement is under review. It is anticipated to be provided in a follow-up correspondence prior to the August 20 meeting.

What is the size of the Study Area?

The Study Area includes 12 counties and encompasses 4,780 square miles of Southern Indiana (Monroe, Greene, Daviess, Lawrence, Martin, Pike, Dubois, Orange, Warrick, Spencer, Perry, and Crawford counties). Table 1, included at the end of the letter, provides

the population for each county, as well as the populations for the notable municipalities within each. This portion of the state is predominantly rural, and half of the counties in the study area have populations less than 25,000. Monroe County has the largest population and the highest density; it contains roughly one-third of the population contained in the dozen counties, with most of this concentrated around the city of Bloomington.

What are some of the land uses and resources involved?

The Study Area contains a mixture of agricultural, forested, and urban lands, though the urban lands are a minor portion of the overall area. Due to the size of the Study Area, it has multiple physiographic regions (Boonville Hills to the southwest, Wabash Lowlands to the northwest, and Crawford Uplands on the eastern side). Boonville Hills is characterized by broad stream valleys with bedrock composed of mostly shale and sandstones, with some limestone and coal resources. Wabash Lowlands is, in part, defined by a thin layer of glacial outwash from the Illinois glacier which covers the bedrock. Like the Boonville Hills, the bedrock of the Wabash Lowlands is mostly shale and sandstone, but in addition to limited coal and limestone resources, oil is found in deep wells. The Crawford Uplands has a more diverse mixture of geology with sinkholes, karst valleys, and caves along the eastern margin (including the Wyandotte Cave System). The bedrock contains alternating layers of limestone, shale, and sandstone from both Mississippian and Pennsylvanian aged rock with local reliefs of 300-350 feet in places. Gas and oil reserves are present.

Agricultural lands dominate the Boonville Hills and Wabash Lowlands, while the Crawford Uplands contain a mixture of agricultural and managed lands; the Hoosier National Forest includes land in Perry, Crawford, Dubois, Orange, Martin, and Lawrence Counties. Within the Lost River District of the Hoosier National Forest, there is the Tincher Special Area. This is a 4,180-acre site rich with karst formations, as well as floral and faunal species not found elsewhere within the Hoosier National Forest. An additional resource within the area is the Crane Naval Surface Warfare Center. This military facility occupies a large portion of Martin County.

What past studies have there been?

Numerous studies have been completed over the last 15 years associated with the need for facility improvements in the southern region of Indiana. These studies support the primary importance of freight/economic needs and some have already identified several potential preliminary alternative alignments. Although alignments developed from previous studies can help guide the generation of alternatives for this Tier 1 Study, their

August 5, 2019

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findings will not pre-determine the outcome of this study. Some of the previous studies which will be referenced as part of this study are summarized below:

Draft Environmental Impact Statement, US Highway 231, Dubois County Indiana (March 5, 2004) & Supplemental Draft Environmental Draft Impact Statement (January 2011)

A Draft Environmental Impact Statement (DEIS) was published in March 2004 to provide a US 231 bypass either to the west or east of Jasper and Huntingburg to address substandard capacity/level of service on existing US 231. It also considered and dismissed a widening of existing US 231 through Jasper and Huntingburg. That widening would have impacted over 600 residential and commercial properties, including 16 structures eligible or potentially eligible for the National Register of Historic Places. The DEIS documented a planning history for the project extending back to 1993. The two alternatives carried forward for detailed study consisted of a four-lane divided rural highway with 12-foot travel lanes, 4 foot paved inside shoulders, 10 foot paved outside shoulders and an 80-foot median.

The 2004 DEIS was never finalized and a supplemental DEIS was issued in January 2011 which updated the previous purpose and need analysis based upon more recent traffic forecasts and other technical studies. It reaffirmed the inadequate capacity of the existing facility for a 2035 design year and the continuance of high crash rates within Jasper and Huntingburg.

A 2016 Federal Register Notice withdrew both the 2004 DEIS and the 2011 SDEIS. Information compiled about key environmental resources will be helpful in evaluating alternatives for the Mid-States project.

I-67 Corridor Study Feasibility Study (October 2, 2012)

Cambridge Systematics on behalf of the I-67 Development Corporation prepared a feasibility study that supported the development of a limited access highway corridor between I-65 at Nashville, Tennessee and I-196 in Western Michigan. Many portions of the proposed corridor exist or were planned for upgrades at that time, so the report focused on the portion of the corridor between Bowling Green, Kentucky and Indianapolis, including US 231 from Owensboro to I-64; bypasses of Huntingburg and Jasper to the east; and a connection to I-69 at Washington. This study is one of the first to recognize the US 231 corridor as part of a potential alternative.

Forecasted benefits included up to 910 fewer annual crashes, up to \$1,300 million in increased regional economic output over 20 years, and up to 10,000 added job-years. The study concluded that the project would provide significant growth to existing businesses and attract a significant number of new businesses. Supporting factors included the region's highly skilled labor force, available land, synergy with existing industries, and availability of electrical power.

Blue Ribbon Panel on Transportation Infrastructure – Final Report to Governor Pence (July 2014)

The Indiana Governor’s Blue Ribbon Panel on Transportation Infrastructure was formed to provide a long-term vision for transportation in Indiana. It identified a set of shorter-term priority projects to enhance Indiana’s transportation system across all modes of transportation for both freight and passengers. The report identified four projects as Tier 2 statewide priorities, including the Mid-State Corridor Project, consisting of a new four-lane connector between the Ohio River near Rockport and I-69.

A detailed analysis using the Indiana Statewide Travel Demand Model (ISTDM), Major Corridor Investment Benefit Analysis System (MCIBAS), and Transportation Economic Development Impact System (TREDIS) was conducted and forecasted numerous benefits from the Mid-State Corridor Project including; improved access to goods from manufacturing centers in Huntingburg and Jasper; improved freight access to existing and proposed port facilities and rail facilities providing direct links to international markets; and other significant transportation and economic benefits. The calculated economic benefits of the project include the creation of over 3,900 additional jobs, increases in gross regional product of over \$360 million/year and increases in real personal income of over \$350 million/year.

Conexus Indiana Southwest Regional Logistics Council – A Plan for Growing Southwest Indiana’s Logistic Sector (June 2015)

Conexus Indiana, a not-for-profit organization, created a panel of leading members of the logistics community in Southwest Indiana to identify and prioritize major transportation investments which are needed to support the growth of the logistics and manufacturing economy in Southwest Indiana. The plan considered and prioritized capital investments in highway, port, air, and rail facilities.

This report identified the Mid-States Corridor as a “Tier 1”, top-level priority for the region. It defined two possible alternatives for the Mid-States Corridor. One alternative is an upgrade of US 231 from I-69 at NSA Crane to I-64 at Dale. This alternative contains an eastern bypass of Loogootee, Jasper, and Huntingburg. The other alternative considers a new highway between the Ohio River at Rockport and I-69 at Washington. Both alternatives are fully access-controlled freeways.

Mid-States Corridor: Connecting Dubois County from I-64 to I-69 (September 2016)

In 2016, Indiana Representative Mike Braun and Indiana Senator Mark Messmer provided an update on the efforts to create an interstate-grade road connecting the end of the upgraded U.S. 231 near the Dale Interchange with I-69. They provided history of the project and identified a net benefit to the entire region of southern Indiana. They also pointed out the project is consistent with other regional and state freight logistics plans

August 5, 2019

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and could facilitate other multi-modal industrial and logistical investment throughout southern Indiana.

US 231 Corridor Assessment (November 2018)

In 2018, a report related to the US 231 corridor from the Ohio River to I-69 at Crane was prepared by WSP for INDOT. It compiled, examined and summarized historic information and identified potential next steps to address needs in the US 231 corridor. Numerous technical studies were identified in this assessment, including updating the 2011 SDEIS vehicular O-D study, updating traffic modeling in Dubois County, updating cost estimates for a Mid-States Corridor, and completion of a Planning and Environmental Linkages study for the US 231 Corridor.

What is the next step?

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project's environmental impacts. To facilitate the development of this project, you are asked to reply within **30 days** of receipt of the DRAFT Purpose & Need, which will be included in a subsequent correspondence as noted above. The DRAFT Purpose & need will be part of our agency scoping meeting discussion. If no response is received by that date, it will be assumed you have no comments at the present time. However, you will continue receiving information regarding this project unless requested otherwise by your organization.

We are interested in hearing your views regarding this important project at this early phase of the project's development. This letter also serves as an invitation to attend an agency scoping meeting scheduled for 10:00 am to 12:00 pm on Tuesday, August 20 at the Vincennes University, Jasper Campus (850 College Ave, Jasper, IN), CTIM Building, Room 103. This meeting will be provided both live and via webinar for those unable to attend in-person. Information pertaining to this meeting will be provided to the invited attendees at least one week prior to the meeting.

If you have any questions regarding this project, please feel free to contact me at 812-479-6200 or at jdupont@lochgroup.com, or [Kyanna Moon \(INDOT Project Manager\) at 812-203-2009](mailto:Kyanna Moon (INDOT Project Manager) at 812-203-2009) or at KMoon1@indot.in.gov.

August 5, 2019

Page 7

Thank you in advance for your interest and feedback regarding this project.

Sincerely,

Jason DuPont, P.E.
Project Manager
Lochmueller Group, Inc.

Attachments:

- Map of Study Area with potential preliminary alternatives
- Map of Physiographic Regions

Distribution List:

- See attached file

Table 1 – Population Density by County of the 12-County Study Area

County (Size)	Pop. (Pop. / Sq. Mi.)	Municipalities in County	Pop.
Crawford (305.6 sq. mi.)	10,598 (34.7)	English, Town*	680
		Marengo, Town	793
		Milltown, Town	897
Davies (429.5 sq. mi.)	32,777 (76.3)	Cannelburg, Town	175
		Elnora, Town	617
		Montgomery, Town	341
		Odon, Town	1,501
		Plainville, Town	447
		Washington, City*	11,999
		Dubois (427.3 sq. mi.)	42,379 (99.2)
Greene (542.5 sq. mi.)	32,431 (59.8)	Ferdinand, Town	2,001
		Holland, Town	734
		Huntingburg, City	6,633
		Jasper, City*	15,716
		Bloomfield, Town*	2,327
Lawrence (449.2 sq. mi.)	45,669 (101.7)	Jasonville, City	1,851
		Linton, City	5,288
		Lyons, Town	674
		Worthington, Town	1,252
Martin (335.7 sq. mi.)	10,219 (30.4)	Bedford, City*	13,292
		Mitchell, City	4,280
		Oolitic, Town	1,128
Monroe (394.5 sq. mi.)	144,436 (366.1)	Crane, Town	235
		Loogootee, City	2,712
		Shoals, Town*	844
Orange (398.4 sq. mi.)	19,623 (49.3)	Bloomington, City*	83,636
		Ellettsville, Town	6,542
		Stinesville, Town	209
Perry (381.7 sq. mi.)	19,229 (50.4)	French Lick, Town	1,924
		Paoli, Town*	3,665
		Orleans, Town	2,037
		West Baden Springs, Town	526
Pike (334.2 sq. mi.)	12,471 (37.3)	Cannelton, City	1,622
		Tell City, City*	7,295
		Troy, Town	344
Spencer (396.7 sq. mi.)	20,610 (52.0)	Petersburg, City*	2,477
		Winslow, Town	1,022
		Dale, Town	1,552
		Grandview, Town	803
Warrick (384.8 sq. mi.)	61,581 (160.0)	Rockport, City*	2,359
		Santa Claus, Town	2,738
		Boonville, City*	6,379

August 5, 2019

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Chandler, Town	3,450
Newburgh, Town	3,280

** - denotes the county seat*

Population Source: U.S. Census Bureau, 2017; 2013-2017 American Community Survey 5-Year Estimates

From: DuPont, Jason <JDuPont@lochgroup.com>
Sent: Friday, August 23, 2019 14:04
To: Thompson, Todd <tthomps@indiana.edu>
Cc: Burkhardt, Todd <toddburk@iu.edu>; Grovak, Michael <MGrovak@lochgroup.com>; Goffinet, David <DGoffinet@lochgroup.com>
Subject: RE: Introduction to the IU Center for Rural Engagement

Todd,

It was good to meet you as well. We look forward to working with you on this project and greatly appreciate the additional contact.

Thanks,
Jason

Jason DuPont, PE
Director of Environmental Services - Principal
Lochmueller Group

812.759.4129 (direct) | 812.459.4403 (mobile)
JDuPont@lochgroup.com

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From: Thompson, Todd <tthomps@indiana.edu>
Sent: Thursday, August 22, 2019 8:56 AM
To: DuPont, Jason <JDuPont@lochgroup.com>
Cc: Burkhardt, Todd <toddburk@iu.edu>
Subject: Introduction to the IU Center for Rural Engagement

Jason,

I was nice to meet you and your team the other day during the Mid-States Corridor kickoff. Thanks for the invite, and if I understand what “participating” member means (provide information and insight), the IGWS will be a participating agency. We do not have a regulatory function, so I do not see us as a “coordinating” member. Of course, we are always there for any updates you need to IndianaMap.

I would like to introduce you to Todd Burkhardt (in the cc.). He is the Director of Campus Partnerships for the IU Center of Rural Engagement (<https://rural.indiana.edu/index.html>). The center is currently focusing its vast efforts on the south-central part of Indiana to address challenges to the rural communities of the area. I believe the center would be a great participating partner to your scoping efforts.

All the Best,

Todd

Todd A. Thompson, Ph.D.

Director and State Geologist, Indiana Geological and Water Survey
Chair, Indiana Board of Licensure for Professional Geologists
812-855-7428



Indiana University | 611 N. Walnut Grove Avenue | Bloomington, IN 47405-2208
(current location 420 N. Walnut Street, Bloomington, IN 47404)
[website](#) | [twitter](#) | [email](#) | 812-855-7636

<http://pages.iu.edu/~tthomps>

From: [Courtade, Julian](#)
To: [DuPont, Jason](#)
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)
Date: Tuesday, August 6, 2019 12:50:36 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Jason –

Since the scope of the project is so large, it's hard to tell exactly what effects it might have on surrounding public use airports. Here are some rules of thumb to consider when erecting any structures/equipment:

1. Any obstruction within a 5 nm radius of a **public use** airport must not exceed a 100:1 slope to the nearest point of the runway. This takes into account the ground and obstruction elevations. If any obstructions are within 5 nm of a **public use** airport and penetrate the 100:1 slope, a tall structure permit is required with our office, indicating the exact location of the obstruction and its height above ground level.
2. If any obstruction is near a **private use** airport, it is recommended to contact the airport owner notifying them of the nearby obstruction. No filing is necessary with our office in this case.

You can find more information regarding tall structure permits on our website <https://www.in.gov/indot/2808.htm>. If you have any questions, please feel free to reach out.

Thanks,

Julian L. Courtade

Chief Airport Inspector
INDOT, Office of Aviation
IGCN Room N955
100 North Senate Avenue
Indianapolis, IN 46204

Office: (317) 232-1477

Email: jcourtade@indot.in.gov



From: DuPont, Jason [mailto:JDuPont@lochgroup.com]

Sent: Tuesday, August 6, 2019 10:52 AM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Cc: Grovak, Michael <MGrovak@lochgroup.com>
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

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Mr. Courtade,

As a follow up to the email you received yesterday, please find the two attached maps referenced in the Early Coordination Letter. I apologize for failing to send them as part of the original correspondence.

Jason

Jason DuPont, PE
Director of Environmental Services - Principal
Lochmueller Group

6200 Vogel Road, Evansville, IN 47715
812.759.4129 (direct) | 812.459.4403 (mobile)
JDuPont@lochgroup.com
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From: DuPont, Jason
Sent: Monday, August 5, 2019 2:16 PM
To: 'JCourtade@indot.in.gov' <JCourtade@indot.in.gov>
Cc: Grovak, Michael <MGrovak@lochgroup.com>
Subject: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

Mr. Courtade,

Attached please find the Early Coordination Letter for the Mid-States Corridor Project. There is much to discuss as this project ramps up. As we mentioned in an earlier "hold the date" email, we look forward to your participation in the August 20th coordination meeting. If you are attending in person, we will be meeting in Room 103 of the Center for Technology, Innovation and Manufacturing (CTIM) building on the Vincennes University Jasper Campus. Webinar details will be provided in the coming week for those that are unable to attend in person.

Thanks,
Jason

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

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JDupont@lochgroup.com

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From: [Royer, Brian](#)
To: [DuPont, Jason](#)
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)
Date: Friday, August 23, 2019 9:34:28 AM

This is a very large scoping project, I can tell you from the start that there are many old wells that may be encountered in a bypass around Huntingburg and Jasper, many of which are plugged and will not be an issue other than verifying cement to surface when they are hit, others are presumed plugged and will have to be investigated and possibly plugged if they are found not to be, some of them may just need topped off with cement due to us not having top off rules until more recent times. The largest concentration of wells is to the SW of Huntingburg. After the bypasses around there the routes going East toward Springs Valley encounter the least amount of wells and of which we have records of plugging on most and there are very few existing wells on that route. Using current 231 there are a few wells near the current roadway but not that many accept for right around Loogootee. If you do a bypass over to HWY 50 on the south side of Loogootee you miss most the old oil exploration and the rest of the hwy 50 leg does not have many wells to worry about accept the National Gypsum holes which should be all plugged properly.

There are not many wells on the current paths of 56 and 356 between Jasper and Petersburg but at the end of the hwy 356 leg it looks to cut to the North of the current road where there is a large cluster of old plugged wells and North of that a current Texas Gas storage field. The leg that goes from hwy 56 up to hwy 257 hits an old gas field just SW of dogwood lake. They should all be plugged but I would say not plugged well enough to put a highway over then so some investigating and well plugging should be expected after that the rest of the Hwy 257 leg is clear of any old or current wells. The last leg that splits off of Hwy 231 south or Alfordsville and cuts up to Washington has a few old plugged wells here and there and has a couple existing wells around it as well one of which is an orphan well.

This should give you an idea of the different levels of issues with oil and gas wells that may be encountered with the different proposed routes for this project I can get more detailed on impact and costs related once there is an actual route chosen to move forward with. Please let me know if you have any questions regarding this early coordination response to the Mid-States Corridor Project.

Thanks,

Brian Royer

Orphan Well Manager
Indiana Department of Natural Resources
Division of Oil & Gas
Cell- 317-417-6556
www.dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: DuPont, Jason [mailto:JDupont@lochgroup.com]
Sent: Monday, August 19, 2019 11:19 AM
To: Royer, Brian <BRoyer@dnr.IN.gov>
Cc: Retherford, Russell L <RRetherford@dnr.IN.gov>; AmRhein, James <jamrhein@dnr.IN.gov>
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

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Brian,

Attached is the original Early Coordination Letter for the subject project. Also, attached is a copy of the Purpose and Need Statement. Both of these will be discussed at our agency meeting tomorrow, which you should have received an outlook invite to including LoopUp details/link which we will use for remote access to the meeting. We are requesting comments by September 12th. If you have any questions, please let me know.

Thanks,
Jason

Jason DuPont, PE
Director of Environmental Services - Principal
Lochmueller Group

812.759.4129 (direct) | 812.459.4403 (mobile)
JDupont@lochgroup.com

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From: Royer, Brian <BRoyer@dnr.IN.gov>
Sent: Tuesday, August 6, 2019 12:06 PM
To: DuPont, Jason <JDupont@lochgroup.com>
Cc: Retherford, Russell L <RRetherford@dnr.IN.gov>; AmRhein, James <jamrhein@dnr.IN.gov>
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

Jason,

I just received this email but only got the two maps and none of the previous emails that had the early coordination letters and information in them. I also did not know about the meeting on the 20th and if I will need to attend or provide any information for this meeting. Please let me know, and provide me with any information you will need responses to. I am the contact with our division for any future early coordination letters.

Thanks,

Brian Royer

Orphan Well Manager
Indiana Department of Natural Resources
Division of Oil & Gas
Cell- 317-417-6556
www.dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: Retherford, Russell L
Sent: Tuesday, August 06, 2019 11:28 AM
To: Royer, Brian <BRoyer@dnr.IN.gov>
Cc: AmRhein, James <jamrhein@dnr.IN.gov>
Subject: FW: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

Brain,

Please review and coordinate with Jason.

Rusty

From: DuPont, Jason [<mailto:JDupont@lochgroup.com>]
Sent: Tuesday, August 06, 2019 10:58 AM
To: Retherford, Russell L <RRetherford@dnr.IN.gov>
Cc: Grovak, Michael <MGrovak@lochgroup.com>
Subject: RE: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

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Mr. Retherford,

As a follow up to the email you received yesterday, please find the two attached maps referenced in the Early Coordination Letter. I apologize for failing to send them as part of the original correspondence.

Jason

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

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From: DuPont, Jason

Sent: Monday, August 5, 2019 1:59 PM

To: 'rretherford@dnr.in.gov' <rretherford@dnr.in.gov>

Cc: Grovak, Michael <MGrovak@lochgroup.com>

Subject: Mid-States Corridor Project Early Coordination (Designation Number 1801941)

Mr. Retherford,

Attached please find the Early Coordination Letter for the Mid-States Corridor Project. There is much to discuss as this project ramps up. As we mentioned in an earlier “hold the date” email, we look forward to your participation in the August 20th coordination meeting. If you are attending in person, we will be meeting in Room 103 of the Center for Technology, Innovation and Manufacturing (CTIM) building on the Vincennes University Jasper Campus. Webinar details will be provided in the coming week for those that are unable to attend in person.

Thanks,

Jason

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

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Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.IN.gov

September 3, 2019

Shaun Miller
Archaeological Team Lead
Cultural Resources Office, Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1801941 Midstates Corridor Tier 1 EIS Study US 231 Corridor, Indiana –
Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, since the project area has not yet been specifically set. However, as this project is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

From: [Schrowe, Lynette](#)
To: [DuPont, Jason](#)
Cc: [Dorsey, Peggy](#)
Subject: RE: Mid-States Corridor Project Agency Coordination (DES#1801941)
Date: Monday, September 9, 2019 3:00:02 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Jason,

Good afternoon.

Thank you for the summary of the August 20, 2019 Mid-States Agency Coordination Meeting.

IDEM has no additional comments at this time.

Please be sure to include IDEM as a Participating Agency for further discussion on this matter.

Best,



Lynette Schrowe
Technical Environmental Specialist |
Remediation Services Branch | Office of Land Quality
Indiana Department of Environmental Management

(317) 234-8622 | lschrowe1@idem.IN.gov

From: DuPont, Jason [mailto:JDuPont@lochgroup.com]
Sent: Thursday, September 05, 2019 12:37 PM
To: DuPont, Jason <JDuPont@lochgroup.com>
Cc: Moon, Kyanna <KMoon1@indot.IN.gov>; Scherzer, Clint <cscherzer@indot.IN.gov>; Carpenter, Patrick A <PACarpenter@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>; erica.tait@dot.gov; michellelpaduan@fs.fed.us; Schroeder, Mark <mark.schroeder@germanamerican.com>; Hilden, Laura <lhilden@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Cooper, Nicholas <NCooper5@indot.IN.gov>; Clark, Rickie <RCLARK@indot.IN.gov>; Schrowe, Lynette <LSchrowe1@idem.IN.gov>; Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>; Tharp, Wade <WTharp1@dnr.IN.gov>; Carr, John <JCarr@dnr.IN.gov>; Males, Nicholas <NMales@dnr.IN.gov>; Moster, Eric <ericmoster@dnr.IN.gov>; Ware, Jennifer L. <JWare@dnr.IN.gov>; tmcqueen@huntingburgairport.com; 'Scott Pruitt' <Scott_Pruitt@fws.gov>; robin_mcwilliams@fws.gov; rick.neilson@ln.usda.gov; Patricia_Trap@nps.gov; Paul.J.Lehmann@hud.gov; Gregory.A.McKay@usace.army.mil; Deborah.D.Snyder@usace.army.mil; westlake.kenneth@epa.gov; Courtade, Julian <JCourtade@indot.IN.gov>; Clark, Cameron F <CClark@dnr.IN.gov>; Buffington, Matt <MBuffington@dnr.IN.gov>; Stanifer, Christie <cstanifer@dnr.IN.gov>; McCord, Beth K <BMccord@dnr.IN.gov>; Mueller, Ryan <RMueller@dnr.IN.gov>; Retherford, Russell L <RRetherford@dnr.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; Turner, James <JTurner2@idem.IN.gov>; Prater, Matthew <MPrater@idem.IN.gov>; PIGOTT, BRUNO <BPIGOTT@idem.IN.gov>; STUCKEY, MATT <MSTUCKEY@idem.IN.gov>; Dorsey, Peggy <PDorsey@idem.IN.gov>; Louks, Douglas

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Subject: Mid-States Corridor Project Agency Coordination (DES#1801941)

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Dear Agency Partners,

Attached is a summary of our August 20, 2019 agency meeting along with a formal request for your involvement in the subject project as a Participating Agency pursuant to 23 USC 139. In addition, I have attached an aerial map of the project area with the potential preliminary alternatives which were presented at the meeting as requested.

Please provide any comments or edits to the meeting summary along with comments on the early coordination letter, Purpose & Need and potential preliminary alternatives by September 12, 2019.

Respectfully,

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

812.759.4129 (direct) | 812.459.4403 (mobile)

JDupont@lochgroup.com

<http://lochgroup.com>

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United States Department of the Interior

Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

September 10, 2019

Mr. Jason Dupont
Lochmueller Group, Inc.
6200 Vogel Road
Evansville, Indiana 47715

Project: Mid-States Corridor in Southern Indiana, Des. No. 1801941

Dear Mr. Dupont:

This responds to your letter dated August 5, 2019 requesting U.S. Fish and Wildlife Service (Service) comments on the aforementioned project. The Service has also received a copy of the Draft Purpose and Need Statement and attended an agency scoping meeting on August 20, 2019 to further discuss the project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Federal Highway Administration (FHWA) in cooperation with the Indiana Department of Transportation (INDOT) and the Mid-States Corridor Regional Development Authority (RDA) are evaluating several potential routes in southern Indiana to provide new and improved transportation facilities beginning from the Ohio River at Rockport (Spencer County) and continuing north to connect with either I-69 or State Road (SR) 37. Roadway facility types considered may range from "Super-Two" type roads to four-lane roads with different levels of access control (Super-Two type roads include periodic passing lanes in alternating directions on two-lane rural roadways).

The purpose of the project is to provide better access to southern Indiana populations and manufacturing centers, including better connections to existing multimodal centers (air, river barge and rail connections). It also is intended to improve regional traffic safety in southern Indiana and support economic development in southern Indiana.

INDOT is developing this as a tiered project and has initiated development of a Tier 1 Environmental Impact Statement (EIS), which is intended to culminate in an EIS and Record of Decision (ROD). Preliminarily, alternatives have been developed into study bands which focus on resources over an approximately two-mile wide area. As these are further studied, refined

corridors approximately 2,000 feet wide will be developed within the study bands. Finally, a working alignment will be developed within each corridor to estimate impacts and preliminary construction and engineering costs.

Multiple alternatives are being considered and all alternatives will include existing US 231 beginning at Rockport and continuing to I-64 north of Dale; this stretch has already be improved in recent years. Alternatives will have either an eastern or western bypass around the cities of Huntingburg and Jasper. North of Jasper there will be multiple alternatives using existing facilities, new terrain construction, or a combination of both. The total length of the proposed corridors will vary between approximately 55 and 120 miles.

The Study Area includes 12 counties and encompasses 4,780 square miles of southern Indiana (Monroe, Greene, Daviess, Lawrence, Martin, Pike, Dubois, Orange, Warrick, Spencer, Perry, and Crawford counties). The area is comprised primarily of agricultural and forested land, although urban lands make-up a minor portion of the overall landscape.

AREA RESOURCES

Karst

The proposed project includes a large area with karst topography which contains numerous sinkholes, caves, springs, sinking streams, etc. Construction in areas such as this can be difficult and costly, both financially and to the environment. Excavation which intersects karst features or rerouting of drainage can drastically alter underground water and air flow patterns, resulting in significant adverse impacts to cave ecosystems and destabilization of surface soils. Drainage containing contaminants from construction sites, highway ditches, or other sources can also have substantial impacts. Since karst groundwater systems receive very little filtering by soil percolation, subsurface water quality is very sensitive to pollutants in surface runoff.

The Lost River watershed is located in the karst region and is crossed by at least one of the proposed alternatives. The Lost River is one of the largest sinking streams in the country. The watershed is over 200 square miles and begins like a typical river in western Washington County. As the stream winds its way into Orange County, the water begins to sink into swallow holes in the river bed. Eventually, it entirely disappears into a large underground system of water-carved passages and caves, leaving over 20 miles of dry river bed above ground before re-emerging near Orangeville (Grubbs, S.). The Wesley Chapel Gulf, part of the Lost River system, was named a National Natural Landmark in 1972.

As a result of the karst topography, unique subterranean fauna are known to occur in this area. These ecosystems are often fragile and easily susceptible to disturbance. Various obligatory cave species have been found in this region of the state including beetles, spiders, isopods, crayfish and salamanders. One such species is the newly described Hoosier cavefish (*Amblyopsis hoosieri*). This species is found in southern Indiana and was recently distinguished taxonomically from the northern cavefish (*Amblyopsis spelaea*) based on genetic, morphological, and geographic evidence. The type locale is found at Spring Mill State Park. There are also numerous records for this species along the area where the Crawford Uplands and the Mitchell

Plain Natural Regions meet, including portions of Lawrence, Orange, Crawford, and Martin Counties.

In 2011, after being petitioned to list the northern cavefish (*Amblyopsis spelaea*) as threatened or endangered, the Service determined that listing may be warranted. As a result, the Service has planned to conduct a status assessment and make a decision on whether or not to list the northern cavefish by 2022. Since the taxonomic split between the Hoosier cavefish and the northern cavefish in 2014, it is unclear what the Service's options are for adding the Hoosier cavefish to its listing plan. Currently, the Hoosier cavefish has no federal status although it is listed as endangered by the State of Indiana. If the Hoosier cavefish were to be added to the Service's listing plan, additional consultation may be needed for alternatives located near Hoosier cavefish habitat (alternatives east of existing US 231).

There have been previous karst and roadway issues in this part of the state, including a sinkhole opening along SR 37 near Mitchell in the mid 90's, as well as a couple of failures along a recently constructed road near the French Lick Airport in Orange County. Alternatives proposed in this part of the study area will need to have karst features identified and avoidance and minimization measures developed to reduce impacts. Impacts will be mitigated in accordance with our Memorandum of Agreement with the Indiana Department of Transportation.

Threatened and Endangered Species

The proposed project is within the range of the following federally endangered and threatened species:

Indiana bat (<i>Myotis sodalis</i>) (E)	gray bat (<i>Myotis grisescens</i>) (E)
northern long-eared bat (<i>Myotis septentrionalis</i>) (T)	least tern (<i>Sterna antillarum</i>) (E)
sheepnose mussel (<i>Plethobasus cyphus</i>)	fanshell mussel (<i>Cyprogenia stegaria</i>) (E)
fat pocketbook mussel (<i>Potamilus capax</i>) (E)	rabbitsfoot mussel (<i>Quadrula quadrula</i>) (E)
rough pigtoe mussel (<i>Pleurobema plenum</i>) (E)	Indiana bat Critical Habitat

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainageways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects. There are numerous records of the Indiana bat in the project area and suitable summer and winter habitat throughout the region.

Northern long-eared bats (NLEB) typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees (snags) (typically ≥ 3 inches dbh) in forest areas. Males and non-reproductive females may also roost in cooler places, like caves and mines. The NLEB appears opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter,

NLEBs predominately hibernate in caves and abandoned mine portals. There are many NLEB capture, hibernacula, and roost records in the 12-county project area although the number of NLEBs appears to be decreasing since the emergence of the disease White-nose Syndrome.

There are multiple Indiana bat and northern long-eared bat hibernacula in the northeast portion of the study region, including a Priority 1 and Priority 2 cave. The majority of these are found in Monroe, Greene, Martin, Lawrence, and Orange Counties. The Crane Naval Surface Warfare Center has been previously mist-netted for bats and contains numerous capture records for Indiana and northern long-eared bats, as well as multiple roosts for both species. Along with multiple years of mist-net survey data from the I-69 studies, we understand the forested areas of this part of the state to support multiple colonies of Indiana and northern long-eared bats. There is also at least one mine with a record of northern long-eared bat use on the western side of the study area, near Petersburg.

Gray bats inhabit caves year-around and migrate between winter hibernation caves and summer maternity cave roosts for reproduction and foraging. Preferred foraging habitat is along wooded stream corridors and the forage base often includes a high proportion of aquatic insects. There are some foraging records for the gray bat in Spencer and Perry Counties and multiple acoustic records associated with I-69 summer surveys. There are also a couple of historical records of the gray bat in caves near the Towns of Bedford and Mitchell in Lawrence County.

Based on the abundance of forest and caves and previous records in the project area, surveys to determine impacts to threatened and endangered bats will likely be necessary. These surveys will help to determine applicable avoidance and minimization measures, as well as the need for habitat mitigation.

The interior least tern (*Sterna antillarum*) is the smallest tern found in North America. Least terns nest on barren to sparsely vegetated sandbars along rivers, sand and gravel pits, lake and reservoir shorelines, and occasionally gravel rooftops. They hover over and dive into standing or flowing water to catch small fish. There are recent records of the federally endangered least tern at the southern termini of the project near the Rockport Power Plant and east of the Town of Grandview. There are also records at a state property in Greene County. Depending on the scope of work in these area, additional coordination may be needed for this species.

Multiple mussel species are known to occur in the study area, primarily in the East Fork White River and Ohio River. The rabbitsfoot mussel is a medium to large mussel, elongate and rectangular in shape. Rabbitsfoot is primarily an inhabitant of small to medium sized streams and some larger rivers. It usually occurs in shallow water areas along the bank and adjacent runs and shoals with reduced water velocity. Specimens also may occupy deep water runs, having been reported in 2.7 to 3.7 m (9 to 12 feet) of water. Bottom substrates generally include gravel and sand. There are records for the rabbitsfoot in the Ohio River, in southeastern Spencer County.

The fat pocketbook mussel is a large mussel that prefers sand, mud, and fine gravel bottoms of large rivers. It buries itself in these substrates in water ranging in depth from a few inches to eight feet, with only the edge of its shell and its feeding siphons exposed. Reproduction requires

a stable, undisturbed habitat and a sufficient population of fish hosts to complete the mussel's larval development. There are multiple records for the fat pocketbook in the East Fork White River, including within and near two of the western proposed alternatives. Impoundments and dredging for navigation, substrate disturbance, and irrigation and flood control have altered or destroyed much of this mussel's habitat.

The fanshell mussel is a medium-sized shell, seldom exceeding 3.2 inches in length and found in medium to large rivers. It buries itself in sand or gravel in deep water of moderate current, with only the edge of its shell and its feeding siphons exposed. Reproduction requires a stable, undisturbed habitat and a sufficient population of fish hosts to complete the mussel's larval development. The fanshell mussel is considered to be extant in the East Fork White River throughout the entire project area, with numerous records particularly in Lawrence, Martin, and Dubois Counties.

The rough pigtoe is a medium sized mussel 3 to 4 inches in length with an inflated, triangular shaped shell. Shell color ranges from dark to yellowish brown. Light green rays may be present on the shell of younger individuals. This species is endemic to the Ohio River system and is found in stable substrates composed of a mixture of relatively firm and clean gravel, sand, and silt. There are records of the rough pigtoe in the East Fork White River upstream of US 231 to Williams Dam.

Finally, the sheepsnose mussel occurs in the project area in the East Fork White River in Lawrence and Martin Counties, as well as multiple locations in the Ohio River, including near the US 231 bridge at Rockport. The sheepsnose is a medium-sized mussel that grows to about 5 inches in length. It lives in larger rivers and streams where it is usually found in shallow areas with moderate to swift currents flowing over coarse sand and gravel.

Mussel surveys may be required to determine presence or absence of the species described above, depending on the preferred alternative selected. Avoidance and minimization measures, along with mitigation, may be warranted based on project specifics.

This endangered species information is provided for technical assistance only, and does not fulfill the requirements of Section 7 of the Endangered Species Act. Depending on the alignment selected, various studies may be necessary to determine impacts to threatened and endangered species. Specific avoidance and minimization measures for threatened and endangered species will be developed based on survey results and ongoing consultation.

Other Natural Resources

In addition to mussels, large rivers such as the East Fork White River, Ohio River, and the Patoka River, provide habitat for numerous other species, including fish, reptiles, amphibians and birds. Bald eagle populations have continued to increase in recent years and are often found along large rivers and reservoirs. There are over 50 known nesting records for the bald eagle in the project area (many of them along the East Fork White River). Coordination under the Bald and Golden Eagle Protection Act may be necessary. Additional information on bald eagles and permitting requirements can be found at: <https://www.fws.gov/midwest/eagle/>.

Lake Sturgeon (*Acipenser fulvescens*) are another rare species known to occur in this part of the state. They are slow-growing, long lived fish that can reach lengths of greater than 2m. Lake sturgeon were once widely distributed in the Ohio River basin; however, it is believed that the only extant Ohio River watershed population is found in the East Fork White River, including the project study area (Drauch 2008).

Recently (August 14, 2019), the Service released a 90-day finding on a petition to list U.S. populations of lake sturgeon. The Service found that the petition presented substantial scientific or commercial information indicating that the petitioned action may be warranted for the lake sturgeon due to potential threats associated with dams and hydroelectric facilities, dredging and channelization, contaminants, habitat fragmentation, the species' life-history characteristics, and invasive species. The petition also presented substantial information that the existing regulatory mechanisms may be inadequate to address impacts of these threats. The next step will be for the Service to add the lake sturgeon to its listing plan and then complete a status assessment. Once that is completed, the Service will issue 12-month finding on whether or not listing is warranted. Depending on which alternatives are selected, and the results of the 12 month finding, Section 7 consultation on lake sturgeon may be necessary.

Besides being habitat for numerous species, several of the rivers in the study area also have special designations within the state. Portions of the Patoka River, East Fork White River, and the Lost River have been included on the Natural Resource Commission's (NRC) list of Outstanding Rivers and/or have been listed on the National Park Service's Nationwide Rivers Inventory (NRI). Rivers on the NRC's list are known to have particular environmental or aesthetic interest. In order to be listed on the NRI, a river must be free-flowing and possess one or more Outstandingly Remarkable Values (ORVs) related to natural, cultural, and recreational resources.

The study area contains multiple parks and public lands including the Glendale Fish and Wildlife Area and the Hoosier National Forest. Less known areas include the Buffalo Flats and Wenning-Sheritt Seep Springs Nature Preserves. The Buffalo Flats Nature Preserve is located northeast of Jasper along Kellerville Road and is a high-quality forested wetland located in the Patoka River floodplain. This nature preserve provides substantial wildlife habitat and wildlife travel corridors. The area is owned and managed by the Indiana Department of Natural Resource's Division of Nature Preserves. The preserve is the only known Indiana site for the Western Cottonmouth, one of two endangered snakes residing in Indiana. The other state-listed snake, the copperbelly water snake, has also been documented at Buffalo Flats Nature Preserve.

The Wenning-Sheritt Seep Springs Nature Preserve northwest of Jasper contains high-quality, wet-mesic floodplain forest, upland forest, and marsh and acid seep communities. This area is owned and managed by The Nature Conservancy.

Section 4(f) of the Transportation Act of 1966 requires that land from a publicly owned park, recreation area or wildlife or waterfowl refuge or any significant public or private historical site shall not be used by the Federal Highway Administration for highway right-of-way unless a determination is made that there is no feasible and prudent alternative to the use of land from

such property. Furthermore, the proposed action must include all possible planning to minimize harm to the property which results from such use. A Section 4(f) determination concerning project impacts may be required as part of the environmental review process if federal funds are utilized.

Section 6 (f) (3) of the Land and Water Conservation Fund (LWCF) Act provides that property acquired or developed with grants from the LWCF shall not be converted to other than public outdoor recreation uses without the prior approval of the Secretary of the Interior. This program is administered by the National Park Service. Any such lands that are converted must be replaced with lands of equivalent usefulness and location. A determination may be necessary concerning whether any lands using LWCF monies will be converted by the proposed project.

In addition, there are several I-69 mitigation properties located within the study boundary that should be given consideration during project planning.

DRAFT PURPOSE AND NEED STATEMENT

The Service was provided a copy of the Draft Purpose and Need Statement for the Mid-States Corridor Project on August 13, 2019 and attended an agency meeting on August 20 to further discuss the project and the Draft Purpose and Need Statement. The Purpose and Need Statement was developed to set the stage for consideration of different alternatives developed to address the specific transportation problem(s).

The Draft Purpose and Need Statement mentions several previous studies that support the need for a major north-south corridor in southern Indiana. We are aware of a previous project that was proposed in the region along US 231 from I-64 to SR 56 at Haysville. The Draft EIS for the project (and 2011 Supplemental Draft EIS) was eventually withdrawn in 2014. The Federal Register Notice indicated that “Due to a reevaluation of the traffic information, the project is no longer warranted and the Notice of Intent is rescinded”. Further clarification as to what has changed such that another project is warranted should be included in the supporting evidence of the Purpose and Need Statement.

Also, it is unclear how the I-69 project (including the new Ohio River Crossing at Evansville and Section 6, which is yet to be constructed) fits into these various analyses and future analyses. The newly constructed I69 corridor is approximately only 20 miles west of most of the proposed Mid-States Corridor alternatives and parallels much of the newly proposed corridor. The need for a new limited access facility in such close proximity to I69 is not clear. We recommend that safety, traffic, and economic effects from the completion of I69 be evaluated and more thoroughly discussed in the Purpose and Need Statement.

Based on the resource information discussed above, the Service does not support any of the alternatives that branch in an easterly direction from the US 231 mainline. The topography, forests and karst resources in this area are unique and support sensitive ecosystems that should be avoided. Furthermore, we recommend that new terrain alternatives be avoided to reduce impacts to natural resources and farmland, avoid habitat fragmentation, and minimize new stream and river crossings.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with the U.S. Army Corps of Engineers mitigation guidelines.

We appreciate the opportunity to coordinate early in the process to help reduce impacts to natural resources and look forward to reviewing additional project details once those are available. We also accept the FHWA's invitation to be a Cooperating Agency for the project. If you have any questions or need more information, please feel free to contact Robin McWilliams Munson of my staff at Robin_McWilliams@fws.gov or 812-334-4261 x. 207. Robin will be the point of contact for the project.

Sincerely,

Scott Pruitt
Field Supervisor

Cc: (via email)

Michelle Allen, Federal Highway Administration, Indianapolis, IN
Laura Hilden, INDOT, Indianapolis, IN
Matt Buffington, IDNR, Indianapolis, IN
Virginia Lasweski, USEPA, Chicago, IL
Deborah Snyder, USCOE, Indianapolis, IN
Randy Braun, IDEM, Indianapolis, IN

References

Drauch, Andrea, B. Fisher, E. Latch, J. Fike, and O. Rhodes. 2008. Evaluation of a remnant lake sturgeon population's utility as a source for reintroductions in the Ohio River System. *Conservation Genetics*. 9. 1195-1209. DOI 10.1007/s10592-007-9441-9.

Grubbs, Steve. Working with The Nature Conservancy. *U.S. Department of Agriculture, Forest Service*. Retrieved September 2019.

https://www.fs.usda.gov/detail/hoosier/specialplaces/?cid=fsbdev3_017569



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

September 11, 2019

66-33

NS Services Environmental Infrastructure
Attention: Jason A. DuPont
1104 Prospect Street
Indianapolis, Indiana 46203

Dear Jason A. DuPont,

RE: Wellhead Protection Area
Proximity Determination
Des No 1801941
Mid-States Corridor in Southern
Indiana; Invitation to Become a
Participating Agency on the Mid-
States Corridor Project;
Crawford, Daviess, Dubois, Greene,
Lawrence, Martin, Monroe, Orange,
Perry, Pike, Warrick, and Spencer
Counties, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is located within** four Source Water Assessment Areas for a PWSS's surface water intakes. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water. The PWSSs that could be impacted by the project are Bedford City Utilities, Jasper Municipal Water Utility, Huntingburg Municipal Water, and Winslow Water Works. A contact person for Bedford City Utilities is John Eric Flinn, and could be reached via e-mail and/or phone at: eflinn@bedford.in.us and (812) 275-7173. A contact person for Jasper Municipal Water Utility is Tim Doersam, and could be reached via e-mail and/or phone at: tdoersam@jasperindiana.gov and (812) 482-5252. A contact person for Huntingburg Municipal Water is Gregg Miller, and could be reached via e-mail and/or phone at: gmliller@huntingburg-in.gov and (812) 683-4280. A contact person for Winslow Water Works is Gary McCandless, and could be reached via e-mail and/or phone at: mccnd8@msn.com and (812) 582-8144. The contact information is provided as a courtesy and reference for you if any issues arise that could potentially impact the water quality for the PWSS during the course of the project. It is not a requirement of IDEM that you contact the system regarding the project.

Note: the Drinking Water Branch has launched a new self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>



A State that Works

Please Reduce, Reuse, Recycle

2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and aturnbow@idem.in.gov.

Sincerely,



Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality



File Code: 1950
Date: September 12, 2019

Jason DuPont, PE
Director of Environmental Services - Principal
6200 Vogel Road
Evansville, IN 47715

RE: Mid-States Corridor Project (DES#1801941)

Dear Mr. DuPont:

Please accept this letter as our formal response to your request for partner coordination for the Mid-States Corridor Project (DES#1801941).

If an alternative is located on National Forest System (NFS) land, then the Forest Service will need to review the proposed route for consistency with our Land and Resource Management Plan (Forest Plan) and all laws applicable to the management of the NFS. If the proposed route were to impact any NFS land, additional public interest in the proposal may arise from groups and individuals with specific interests in public lands, as well as those federally recognized tribes with historical and cultural connections to this part of Indiana.

If a selected alternative is located on NFS land, a permanent and/or temporary Right-of-Way (ROW) may be needed for the project. If so, INDOT will need to request a Federal Land Transfer through the Federal Highway Administration. In addition, since the NEPA for the construction/reconstruction project will also need to cover the ROW conveyance, this should be considered an additional proposed action. The Forest Service will need to consent to the proposed appropriation of federal land for transportation purposes, and therefore must be involved with review of the draft environmental documents, as well. Please contact Ron Scott, Lands Program Manager for the Hoosier NF, at (812) 276-4742 or by email at ron.scott@usda.gov for additional information regarding the Federal Land Transfer process.

Please keep us on your contact list and we will attend the Tier 1 meetings when warranted. If you need any other information, please let me know.

Sincerely,

MICHELLE PADUANI
District Ranger





Environmental Unit
402 W. Washington Street, Rm. W273
Indianapolis, IN 46204-2781

September 12, 2019

Jason DuPont, PE
Lochmueller Group
6200 Vogel Road
Evansville, IN 47715

Re: ER-21724: Mid-States Corridor, Tier 1 EIS Draft Purpose & Need, Preliminary Alternatives, and August 20, 2019, Agency Scoping Meeting; Des #1801941; Multi-County

Dear Mr. DuPont:

The Indiana Department of Natural Resources (DNR) has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969. Also, DNR accepts the invitation to become a Participating Agency for this project.

Regulatory Assessment:

This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption. Please include a copy of this letter with the permit application if the project does not meet the bridge exemption criteria.

Division of Nature Preserves (DNP) Comments:

The Natural Heritage Database has been checked. Several cave systems are located throughout the study area for this project. Attached is a list of species that have been documented within these cave systems. The attached list also includes the managed lands, high quality natural communities, and species that have been documented within the three proposed project sections, as indicated.

Continued coordination is needed in order to ensure protection and consideration of the Karst features and their associated invertebrate species, bat hibernacula, and sensitive ecosystems. These species and systems are delicate and very susceptible to any changes in ground water quality, disturbance, and karst architecture alterations.

DNP recommends that measures be implemented to avoid, minimize, or confine project activity near the dedicated nature preserves, conservation easements, and state owned land listed below. Alternatives should be considered in order to prevent impacts to the associated flora and natural communities protected by these sites.

- Buffalo Pond Nature Preserve
- Wening-Sherritt Seep Springs Nature Preserve; owned by TNC
- Orangeville Rise of Lost River Nature Preserve; owned by Indiana Karst Conservancy
- Lost River/ Wesley Chapel Gulf CE; owned by TNC
- Tank Spring Nature Preserve; owned by DNR Division of Forestry
- Bluffs of Beaver Bend; owned by DNP
- Jug Rock Nature Preserve; owned by DNP

Division of Fish & Wildlife (DFW) Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The recommendations below address potential impacts to the animal species documented in the proposed project area, and the documents submitted for review.

A) Animal Species:

1. MAMMALS:

To minimize impacts to the bat species documented, do not cut any trees greater than 5 inches dbh, living or dead, from April 1 through September 30. Impacts to mammal species is much less likely along routes using existing road terrain, such as in Section 1 along US 231. However, minimizing the construction limits is encouraged, where possible, to prevent the unnecessary loss of potential roost trees for bats and reduce disturbance for yet undocumented bats.

It is anticipated that potential negative impacts to listed mammalian species will be greatest in Section 3 of this project. At this time with so many different routes for the proposed road to follow, it is difficult to narrow down where impacts will be greatest and to which species. The listed bat species have been documented across all of the potential routes in Section 3. However, these have been documented in areas where surveys were conducted in association with DOT projects. There are many bat occurrence records to the east of US 231, where forested areas are more robust and less fragmented. These forested areas are anticipated to be valuable habitat for all bat species, especially for bat species affected by White-nose syndrome. The fewest negative impacts to these species would be to the west of 231.

2. BIRDS:

Many of the areas are where there are strongholds for loggerhead shrikes and barn owls will likely be affected by this project. One of the major causes of decline for these species is the loss and degradation of grassland habitat. These species are area sensitive, meaning they need large amounts of contiguous suitable habitat (barn owl) or suitable habitat within close proximity of each other (shrikes) to occupy a location. The construction of high-speed roads may result in both indirect (from habitat fragmentation) and direct (from road mortalities and increased predation) losses of these species, perhaps even causing the extirpation of a species like loggerhead shrike which is only known to have fewer than 10 pairs in Indiana. Loggerhead shrikes occur due east of Orangeville, northeast of Orleans, northeast and southwest of Bromer, north between Montgomery and Loogootee, and northwest of Chrisney. It is strongly recommended that the fewest number of highways are created, while existing highways and major roads (like US 231, SR 56 & SR 356) are enhanced. Highway construction in areas where loggerhead shrikes occur should be avoided to the extent possible. Reducing habitat fragmentation will likewise be beneficial for all of the remaining listed bird species.

To benefit migratory birds in general, we recommend that areas near or along migration concentration areas like major rivers, Audubon Important Bird Areas, DNR public properties, federal public properties, woodlots, and riparian corridors are avoided in order to minimize direct mortality of birds and to minimize habitat displacement due to avoidance of roads by birds. Provide a minimum buffer of 500 meters from these habitat features.

3. MUSSELS & FISH:

There is a potential need for a mussel survey where in-stream work is proposed on bridge locations where mussel species have been documented. Some stream crossing locations may not need a mussel survey, but further coordination with our agency is recommended regarding impacts to mussels for in-stream work. Further coordination regarding the Hoosier Cavefish will be needed for any work going through Lawrence, Orange, or Martin counties south of the East Fork White River.

4. AMPHIBIANS & REPTILES:

The following are potential areas of concern regarding impacts to amphibian and reptile species that may need further coordination as the project develops:

- There is an area near Jasper that contains, or previously contained, the last known population of cottonmouths in Indiana, along with copperbelly watersnakes as well. This area is of significant concern.

- There are sites at the north end of the project where US 231 and I-69 come together (Greene, Martin, Daviess tri-county area), as well as near Glendale Fish & Wildlife Area in Daviess County, that have crawfish frogs that should be avoided.
- There may be areas in western Orange/Lawrence County that still have timber rattlesnakes.
- Eastern box turtles and cricket frogs will occur throughout the region, and measures should be implemented to avoid impacts to these species in all areas of the project.

B) Purpose & Need and Alternatives:

MAP-21 Act, Congestion Reduction:

In figure 4-4, page 17, 2045 projections indicate the only congestion point reducing the level of service to a level of D or lower along US 231 from the Ohio River to NAS Crane/I-69 exit 87 will be the Jasper area, which argues for a Jasper to I-69/exit 87 alignment.

Most other goals can all be addressed with less environmentally-destructive means than a new terrain road, like road repair, maintenance, and improvements of existing roads, dedicated turn lanes, road widening/shoulder widening, and increased enforcement of speed limits in high traffic accident areas. There should be fiscal and environmental analyses of the costs to do this work as compared to building a new terrain road as well as making necessary repairs on the existing roads even if they are not used for the Mid-States Corridor.

Blue Ribbon Panel:

Mid-States Corridor along a Jasper to Petersburg alignment seems to be the least environmentally-destructive new terrain alternatives presented and would be recommended by DFW if US 231 north-south from Jasper to I-69/Exit 87 is not selected. Environmental sustainability is incompatible with a new terrain road and to suggest otherwise is misleading.

INDOT 2045 Long-Range plan:

New terrain roads across the forested Crawford Uplands, Mitchell Plateau and Norman Uplands to the East of the US 231 corridor are incompatible with "Environmental Responsibility" and minimizing the impacts of the transportation system on the natural and human environment.

Alignments north to I-69/exit 87, and to the northwest toward Petersburg are the alignments that will facilitate the development of the Mid-States Corridor in a timely and efficient manner.

Previous Studies:

DEIS and SDEIS US 231

DFW has previously recommended against any alternative alignments located to the east of Huntingburg and Jasper due to the significant detrimental impacts to fish, wildlife and botanical resources that such an alignment would cause.

In a comparison of impacts between East and West alignments (Alt. 27 and Alt. 28 respectively at the time), an eastern alignment would have:

- impacted almost twice as much forested habitat (about 160 acres vs. about 85 acres) as the west alternative;
- had triple the large creek and river crossings (Alt.27 crossed Patoka, Straight and Hunley Creek versus Alt.28 which crossed only Patoka River); and
- resulted in indirect impacts such as habitat fragmentation that would have been much higher with Alt.27 than Alt.28.

Refer to agency comment letter ER-10960 (copy attached) for additional details.

Studies and analyses that assumed an eastern bypass of Huntingburg and Jasper should have taken into account the substantially greater environmental impacts of an eastern bypass route. Freight movement and logistics which are a major driver for the Mid-States Corridor seem likely to be most improved/facilitated by a straight line connection from Jasper to I-69/Exit 87 along the existing US 231 north of Jasper. The least efficient connection for logistics and freight movement would be any alignments heading to the east/northeast from Jasper to SR37 which does not accommodate 4 lanes of traffic south of Mitchell and will not be improved to match the stated needs of a 4-lane divided highway.

Transportation Needs:

It is unclear if the reviews of models and predictions for I-69 have proved accurate or if 'lessons learned' analyses provided any information that would be relevant during the planning of any subsequent new terrain road corridor. The regional safety discussion and figures do not show if southern counties in the state have an inherently higher crash rate than other regions. DFW is interested in whether or not an analysis of other counties with similar geometries and traffic volumes show any notable differences between counties in the southcentral region versus other areas.

Figure 4-2 shows that Greene County, although served by I-69 since approximately 2015, has a high crash rate which suggests that despite the existence of a limited access, high-speed road corridor, the crash rate does not reflect a safety improvement. Is the lower crash rate in Pike and Daviess counties attributable to the existence of I-69 based on actual data, or is it presumed connected to traffic being diverted to I-69 from other roads (i.e. an anomaly in the opposite direction of the one postulated for Monroe County)? The notion that the lower-than-average crash rate in these two counties may be attributed to I-69 seems conjectural. Despite the statement on page 11 that "One of the purposes of building I-69 was to improve regional safety by diverting traffic to a higher classification, safer facility", Table 4-1 which is based on data from after I-69 opened in Pike and Daviess counties shows that SR57 remains a high crash-rate road post-I-69, even though I-69 runs parallel with SR 57 and therefore logically should have diverted SR57 traffic to the safer I-69.

Similarly, SR 58 from US 231 and points east runs essentially parallel to I-69 and therefore should have been made safer by the opening of I-69 just north of it, however it is identified in table 4-1 as a high-crash road despite the existence of a safer, larger road facility nearby. High-crash roads in Greene County (SR58) and in Pike and Daviess County (SR57), which are essentially parallel to I-69 and remain high-crash roads despite the existence of I-69, suggest that crash rates result from local traffic and motorist behavior rather than the lack of an available larger, safer road corridor.

The lack of high crash-rate roads in Pike County is not informative in terms of the effect of a new interstate corridor as the 2014-2018 data analyzed excludes pre-I-69 conditions (I-69 in Pike and Daviess County opened in 2012, page 11).

Safety and Connectivity:

DFW supports the goal of safer road transportation and travel including the need for road safety improvements along the north/south US 231 between Jasper and NSA Crane. The Mid-States Corridor has been described as a "missing link" in the transportation network (page 26, Purpose and Need Statement); however, it appears that selection of alignments other than the N-S US 231 segment to I-69/exit 87, or NW from Jasper to I-69 could result in the creation of additional "missing link" corridors resulting in massive direct and cumulative impacts into the future.

The Draft Purpose and Need statement does not present clear and convincing data analysis and arguments justifying a new-terrain road versus road widening/improvements that could provide the accessibility and solutions to congestion in areas where it is most needed. In addition, a new terrain road corridor is likely to highlight flaws and inefficiencies in other parts of the transportation network that would eventually require further road-building. The construction of I-69 section 1-5, apparently being followed before I-69 is even complete by the current proposal of yet another interstate-level road corridor, supports the notion that new-terrain road corridors create more problems than they solve. Applying resources and efforts to roads needing repairs or safety improvements across the region could provide needed accessibility, decongestion and connectivity benefits at a lower environmental cost.

Potential Alignments:

Road improvements from I-64 to Jasper need to be planned on the west side of Huntingburg, Jasper, and the current US231 corridor as the potential impacts of a road corridor have been previously reviewed multiple times between 2004 (DEIS) and 2011 (SDEIS) and will result in unreasonably detrimental impacts fish, wildlife and botanical resources. Refer to DNR agency comments in ER-10960, ER-10960-1 and ER-10960-2 (copies attached).

Letter to Mr. DuPont
September 12, 2019
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New-terrain road alignments proposed from Jasper to areas northeast such as Bedford and Mitchell would result in significant environmental impacts due to the massive habitat destruction and degradation from both direct and indirect impacts to high-quality, closed-canopy forested habitat, wetlands, high-density cave, spring and sinkhole areas in the most karst-rich area of the state, forested floodways, rivers, creeks and sensitive species. The September 10, 2019, USFWS letter regarding this project goes into more detail about impacts to fish, wildlife and botanical resources. Such alignments mirror the Section 4 alignment of I-69 which resulted in massive forested habitat loss and fragmentation. The I-69 Sec. 4 impacts were offset through compensatory mitigation. However, since Section 4 opened so recently, insufficient time has passed to establish whether or not the mitigation has adequately offset the impacts. In addition, there has been no direct study of the fragmentation effects of I-69 on these previously closed-canopy forested habitats and the wildlife dependent on those habitats so it is unknown if the mitigation established will adequately compensate for the permanent fragmentation of large swathes of previously closed-canopy forest and loss of interior forest habitat. Road corridor fragmentation is especially problematic compared to other types of forest fragmentation impacts.


Road edge habitat is unique in many respects from natural edges or edges produced by clearcuts. Whereas natural and clearcut edges will become progressively less defined as the forest regenerates to a patch, road edges tend to exist long-term and be disturbed more frequently. Road edges increase air pollution, soil erosion, noise, disturbance by human activity, and exotic species introductions, and may induce populations changes in the vegetation and animal communities included in the areas of edge influence. These factors combine to create particularly deleterious habitat situations, and endanger the existence and perpetuation of all native species on the landscape (Reed, R.A., Johnson-Barnard, J., and Baker, W.A. 1996. "Contribution of Roads to Forest Fragmentation in the Rocky Mountains." *Conservation Biology* 10: 1098-1106).

Since I-69 through Section 6 has not yet been completed, its effect on regional traffic is not yet known; therefore, it seems premature and inappropriate to consider a further similar road corridor through similarly biologically-rich and ecologically-sensitive habitat as is found through the Crawford Uplands, Mitchell Plateau and Norman Uplands. Previous DNR agency comments on Section 4 in ER-9642, and ER-11895 for Section 5 Purpose and Need (copies attached) speak to such impacts and should be reviewed as they are applicable to any such alignment.

An apparent fatal flaw of any alignment NE from Jasper connecting to SR37, which should be weighed heavily in dismissing any alignments from Jasper to SR37 from further consideration, is that SR37 is not a 4-lane divided highway south of Mitchell and is not planned to be modified per the meeting held August 20. The meeting minutes included the note: "Kyanna Moon, INDOT, confirmed that SR 37 improvements are not included as part of the current 20-year plan." Alignments from Jasper along existing US231 to I-69/Exit 87 (NSA Crane exit) seem most likely to have the most positive effect on safety, accessibility and congestion-relief. As freight and logistics are a primary concern, a safer, high-speed N-S connection to I-69 at this location appears more logical than one that heads in a direction perpendicular or opposite of points north. A connection to I-69 W or NW of Jasper would add many miles to the Rockport-Indianapolis origin-destination. There is no straighter line than the straight-line trip from Jasper to Crane along existing US231.

As the project moves forward in the NEPA/tiered study process, further standard and project-specific recommendations and conditions designed to avoid and minimize impacts will be provided. Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance.

Sincerely,



J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Enclosures

I. CAVE SPECIES:

A) INSECTS:

1. A Cave Obligate Springtail (*Pseudosinella aera*), state endangered
2. Whiteside's Springtail (*Arrhopalites whitesidei*), state endangered
3. Fountain Cave Springtail (*Pseudosinella fonsa*), state threatened
4. Young's cave ground beetle (*Pseudanophthalmus youngi*), state rare
5. A Springtail (*Onychiurus reluctus*), state watchlist
6. Relict Cave Springtail (*Tomocerus missus*), state watchlist
7. A Springtail (*Sinella alata*), state watchlist
8. A Springtail (*Sinella cavernarum*), state watchlist
9. Marengo Cave Ground Beetle (*Pseudanophthalmus stricticollis*), state watchlist
10. Rove beetle (*Atheta annexa*), state watchlist

B) TRICLAD: Weingartner's Cave Flatworm (*Sphalloplana weingartneri*), state watchlist

C) MYRIAPOD: Bollman's Cave Millipede (*Conotyia bollmani*), state watchlist

D) ARACHNIDS:

1. Indiana Cave Pseudoscorpion (*Apochthonius indianensis*), state endangered
2. Appalachian Cave Spider (*Porhomma cavernicola*), state endangered

E) CRUSTACEANS:

1. Jeannel's Cave Ostracod (*Pseudocandona jeanneli*), state endangered
2. Barr's Commensal Cave Ostracod (*Sagittocythere barri*), state watchlist
3. Packard's Cave Amphipod (*Crangonyx packardi*), state watchlist
4. A Troglobitic Crayfish (*Orconectes inermis inermis*), state watchlist

F) BATS:

1. Indiana Bat (*Myotis sodalis*), federal & state endangered
2. Northern Long-eared Bat (*Myotis septentrionalis*), federally threatened & state endangered
3. Evening Bat (*Nycticeius humeralis*), state endangered
4. Tricolored Bat (*Perimyotis subflavus*), state endangered
5. Little Brown Bat (*Myotis lucifugus*), state endangered

G) FISH: Hoosier Cavefish (*Amblyopsis hoosieri*), state endangered

II. SECTION ONE:

A) DNR MANAGED LAND: Lincoln State Park

B) PLANTS:

1. Maryland Meadow Beauty (*Rhexia mariana* var. *mariana*), state threatened
2. Cup-seed (*Calycocarpum lyonii*), state threatened
3. Primrose Willow (*Ludwigia decurrens*), state watchlist

C) BIRDS:

1. Interior Least Tern (*Sternula antillarum athalassos*), federal & state endangered
2. Loggerhead Shrike (*Lanius ludovicianus*), state endangered

D) MUSSEL: Ohio Pigtoe (*Pleurobema cordatum*), state special concern

III. SECTION TWO:

A) DNR MANAGED LANDS:

1. Buffalo Pond Nature Preserve
2. Wening-Sherritt Seep Springs Nature Preserve
3. Fromme Wildlife Habitat Area
4. Jasper Public Access Site
5. Huntingburg Lake Public Access

B) OTHER MANAGED LANDS:

1. Huntingburg Municipal Park (Huntingburg Parks)
2. Jasper Parklands Armory Park/Jaycee Park (Jasper Parks)

C) COMMUNITIES:

1. Wet-mesic Floodplain Forest
2. Southwestern Lowlands Mesic Upland Forest
3. Southern Bottomlands Mesic Upland Forest
4. Acid Seep
5. Forested Swamp

D) PLANTS:

1. American Frog's-bit (*Limnium spongiosa*), state endangered
2. Virginia Willow (*Itea virginica*), state endangered
3. Featherfoil (*Hottonia inflata*), state threatened
4. American Snowbell (*Styrax americanus*), state rare
5. Carolina Spider-lily (*Hymenocallis occidentalis*), state watchlist

E) BIRDS:

1. Sedge Wren (*Cistothorus platensis*), state endangered
2. Least Bittern (*Ixobrychus exilis*), state endangered
3. Loggerhead Shrike (*Lanius ludovicianus*), state endangered
4. Yellow-crowned Night-heron (*Nyctanassa violacea*), state endangered
5. King Rail (*Rallus elegans*), state endangered
6. Barn Owl (*Tyto alba*), state endangered
7. Bald Eagle (*Haliaeetus leucocephalus*), state special concern

F) AMPHIBIANS & REPTILES:

1. Copperbelly Water Snake (*Nerodia erythrogaster neglecta*), state endangered
2. Western Cottonmouth (*Agkistrodon piscivorus leucostoma*), state endangered
3. Rough Green Snake (*Ophedrys aestivus*), state special concern
4. Blanchard's Cricket Frog (*Acris blanchardi*), state special concern
5. Common mudpuppy (*Necturus maculosus*), state special concern

G) MAMMAL: American Badger (*Taxidea taxus*), state special concern**IV. SECTION THREE:****A) DNR MANAGED LANDS:**

1. Jug Rock Nature Preserve
2. Bluffs of Beaver Bend Nature Preserve
3. Tank Spring Nature Preserve
4. Hindostan Falls Public Fishing Area
5. Bedford SR 37 East Fork White River Public Access Site
6. Crystal Station Patoka River Public Access Site
7. Glendale Fish & Wildlife Area
8. Martin State Forest
9. Mt. Calvary Wildlife Management Area

B) OTHER MANAGED LANDS:

1. Crane Naval Weapons Support Center (US Dept. of Defense)
2. Hoosier National Forest (US Forest Service)
3. Orangeville Rise of Lost River Nature Preserve (Indiana Karst Conservancy)
4. Wening-Sherritt Seep Springs Nature Preserve (The Nature Conservancy)
5. West Boggs Park (Davies-Martin County Parks)
6. Mitchell Community Park (Mitchell Parks)
7. Loogootee Park (Loogootee Parks)

C) COMMUNITIES:

1. Shawnee Hills Dry-mesic Upland Forest
2. Shawnee Hills Dry Upland Forest
3. Shawnee Hills Mesic Upland Forest
4. Sandstone Cliff
5. Sandstone Glade
6. Wet-mesic Floodplain Forest
7. Southwestern Lowlands Mesic Upland Forest
8. Southwestern Lowlands Dry-mesic Upland Forest
9. Acid Seep

D) PLANTS:

1. Bradley's Spleenwort (*Asplenium bradleyi*), state endangered
2. White Thoroughwort (*Eupatorium album*), state rare
3. Crow-poison (*Nothoscordum bivalve*), state rare
4. Bog Bluegrass (*Poa paludigena*), state rare
5. American Ginseng (*Panax quinquefolius*), state watchlist
6. Grassleaf Ladies'-tresses (*Spiranthes vernalis*), state watchlist
7. Rose Turtlehead (*Chelone obliqua* var. *speciosa*), state watchlist

E) INSECTS:

1. Wallace's Deepwater Mayfly (*Spinadis simplex*), state endangered
2. Six-banded Longhorn Beetle (*Dryobius sexnotatus*), state threatened
3. Lowlands Spiny Crawler Mayfly (*Ephemerella excrucians*), state watchlist
4. A Springtail (*Isotoma anglicana*), state watchlist

F) BIRDS:

1. King Rail (*Rallus elegans*), state endangered
2. Sedge Wren (*Cistothorus platensis*), state endangered
3. Least Bittern (*Ixobrychus exilis*), state endangered
4. Loggerhead Shrike (*Lanius ludovicianus*), state endangered
5. Barn Owl (*Tyto alba*), state endangered
6. Broad-winged Hawk (*Buteo platypterus*), state special concern
7. Bald Eagle (*Haliaeetus leucocephalus*), state special concern
8. Worm-eating Warbler (*Helmitheros vermivorus*), state special concern
9. Black-and-white Warbler (*Mniotilta varia*), state special concern

G) FISH:

1. Lake Sturgeon (*Acipenser fulvescens*), state endangered
2. Spotted Darter (*Etheostoma maculatum*), state special concern

H) MUSSELS:

1. Fanshell (*Cyprogenia stegaria*), federal & state endangered
2. Northern Riffleshell (*Epioblasma rangiana*), federal & state endangered
3. Snuffbox (*Epioblasma triquetra*), federal & state endangered
4. Sheepnose (*Plethobasus cyphus*), federal & state endangered
5. Clubshell (*Pleurobema clava*), federal & state endangered
6. Fat Pocketbook (*Potamilus capax*), federal & state endangered
7. Rabbitsfoot (*Quadrula cylindrica cylindrical*), federally threatened & state endangered
8. Round Hickorynut (*Obovaria subrotunda*), state endangered
9. Rough Pigtoe (*Pleurobema plenum*), state endangered
10. Kidneyshell (*Ptychobranhus fasciolaris*), state special concern
11. Salamander Mussel (*Simpsonaias ambigua*), state special concern
12. Purple Lilliput (*Toxolasma lividus*), state special concern
13. Little Spectaclecase (*Villosa lienosa*), state special concern

I) REPTILES & AMPHIBIANS:

1. Northern Crawfish Frog (*Lithobates areolatus circulosus*), state endangered
2. Common mudpuppy (*Necturus maculosus*), state special concern
3. Eastern Box Turtle (*Terrapene carolina Carolina*), state special concern

J) MAMMALS:

1. Eastern Red Bat (*Lasiurus borealis*), state special concern
2. Smoky Shrew (*Sorex fumeus*), state special concern
3. American Badger (*Taxidea taxus*), state special concern



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

SEP 12 2019

REPLY TO THE ATTENTION OF:

RM-19J

Michelle Allen
Project Manager
Federal Highway Administration-Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Re: Mid-States Corridor Project in Southern Indiana – Tier 1 EIS: Draft Purpose and Need Statement Document and Potential Preliminary Alternatives

Dear Ms. Allen:

This letter provides additional U.S. Environmental Protection Agency – Region 5 (EPA) comments regarding the referenced Draft Purpose and Need Statement (P&N) document and Potential Preliminary Alternatives for the Mid-States Corridor Project (Project) Tier 1 Environmental Impact Statement (Tier 1 EIS). EPA comments are provided in accordance with our responsibilities under the National Environmental Policy Act (NEPA). EPA accepted participating agency status and commented on purpose and need for this tiered project during the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) August 20, 2019, Mid-States Agency Coordination Meeting. EPA comments are documented in the *MEETING SUMMARY* dated September 5, 2019, provided by the Lochmueller Group.

Draft Purpose and Need Statement: The Draft Purpose and Need Statement document (dated August 13, 2019) (page 4 of 29) states: *The Purpose of the Mid-States Corridor project is to provide an improved transportation link between the US 231/SR 66 and I-69 (either directly or via SR 37) which:*

- 1. Improves business and personal regional connectivity in Dubois County and Southern Indiana;*
- 2. Improves regional traffic safety in Southern Indiana;*
- 3. Supports economic development in Southern Indiana; and*
- 4. Improves highway connections to existing major multi-modal locations from Southern Indiana.*

Chapter 6 Project Goals & Performance Measures (pages 27 - 29) presents seven goals with corresponding performance measures. Three of the seven goals are identified as **core goals**:

Goal 1 – Increased accessibility to major business markets (core goal), Goal 2 – Provide more efficient truck/freight travel in Southern Indiana (core goal), and Goal 4- Reduce crashes in Southern Indiana (core goal). Core goals were identified “based upon the level of need documented.”

EPA recommendations for P&N document:

- Define and distinguish between “Southern Indiana”, “Regional”, “Study Area” and “Study Region”. For example, does “Southern Indiana” refer to the portion of Indiana south of Indianapolis, or the southwest quadrant of Indiana, or the middle of the southwest quadrant of Indiana or some other defined area? Does “Regional” mean the proposed 12-county study area or other defined area/s?
- Dubois County is identified as a major focus area for improving regional connectivity (measured by reduction in travel time to and from Jasper located in Dubois County). Consequently, it is not clear why *Goal 3 – Reduction in localized congestion within Dubois County* is not a **core goal**.
- Pike, Davies and Greene Counties are included in the 12-county study area and have portions of operational sections of I-69. It is not clear how existing operational portions of I-69 affect or how I-69 in Indiana when complete will affect, in part, accessibility, truck and vehicle travel time savings, crash rates, and access times between Chicago and Indianapolis and the 12-county study area. We recommend further evaluation and discussion of how existing operational I-69 and completed I-69 affect or may affect, in part, accessibility, travel time savings, and safety for the proposal’s 12-county study area.

Potential Preliminary Alternatives: Tier 1 potential preliminary alternatives are presented on a figure as study bands/corridors of varying widths/lengths that are segmented into three north/south sections. Section 1 (1000-footwide study band/corridor) is the southern-most section starting near the Ohio River following existing US 231 right-of-way north to near I-64. Section 2 near the intersection of I-64 and US 231 follows US 231 north as a two-mile wide study band through and around the east and west sides of Huntingburg and Jasper until approximately the intersection of US 231 and Indiana Route 56. Section 3, the northern most section, has multiple two-mile wide study bands/corridors of varying lengths that head west to I-69, or east to Indiana Route 37, or directly north following US 231 to the intersection of US 231 and I-69 near Crane. Most study band/corridors, but not all, appear to substantially follow existing road rights-of-way.

The MEETING SUMMARY (page 2) states “Tier 1 is a “big picture” evaluation. The goal of Tier 1 is to identify a single 2,000-foot-wide corridor/facility type and approximate right-of-way requirements which will then be carried forward to subsequent Tier 2 studies.”

EPA recommendations for Potential Preliminary Alternatives Identification and Evaluation:

We suggest there may be a cost-effective Tier 1 alternative that would benefit everyone that uses existing roadways in the 12-county study area and minimize impacts while improving regional connectivity, safety and reduced travel time connections to the desired destinations including multi-modal locations. This alternative would improve existing roadways (e.g., add passing lanes, increase shoulder widths, add turn lanes and traffic lights at intersections) where needed throughout the study area. Consequently, an acceptable Tier 1 preferred alternative might be a combination of existing roadway improvements on a variety of existing roadways throughout the 12-county study area (i.e., not just one 2,000-foot-wide corridor/facility). We recommend further evaluation, analysis and discussion of this alternative in the Tier 1 study.

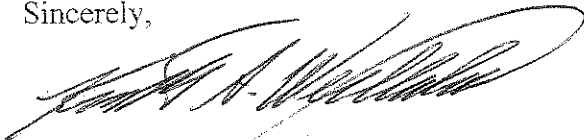
EPA recommendations regarding Potential Preliminary Alternatives and Environmental

Resources Evaluation: In order to preserve and minimize impacts to natural resources in the study area, we recommend early identification and elimination of study band/corridors that do not substantially follow existing road rights-of-way or that substantially go through managed lands, forests (national, state, local and private), wetlands, karst terrain, well head protection areas, unique habitats, including habitat for potential and listed federal and/or state threatened and/or endangered species.

We continue to recommend early identification and continued coordination with environmental justice communities throughout the Tiered EIS process, including the two Amish communities currently identified in the study area.

We look forward to reviewing and providing additional comment regarding the Tier 1 study as project information is developed. EPA is available to discuss the contents of this letter at your or your designated representative's convenience. Feel free to contact Virginia Laszewski, EPA contact and lead NEPA Reviewer for this project by phone at 312/886-7501 or by email laszewski.virginia@epa.gov.

Sincerely,



Kenneth A. Westlake
Deputy Director, Office of Multimedia Programs
Office of Regional Administrator

cc (e-copy): Kyanna Moon, Project Manager, Indiana Department of Transportation,
KMoon1@indot.IN.gov
Laura Hilden, Indiana Department of Transportation, lhilden@indot.IN.gov
Jason A. DuPont, PE, Lochmueller Group, JDupont@lochgroup.com

Deborah Snyder, US Army Corps of Engineers,

Deborah.D.Snyder@usace.army.mil

Robin McWilliams, US Fish and Wildlife Service, Robin_McWilliams@fws.gov

Michelle Paduani, District Ranger, Hoosier National Forest,

michelleipaduani@fs.fed.us

Matt Buffington, Indiana Department of Natural Resources,

MBuffington@dnr.IN.gov

Randy Braun, Indiana Department of Environmental Management,

RBRAUN@idem.in.gov

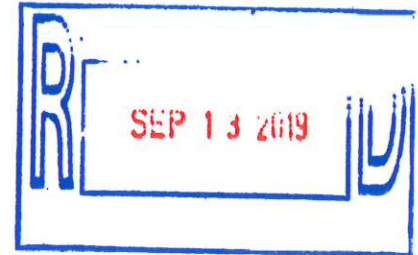


Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



September 10, 2019

Jason DuPont, P.E.
Lochmueller Group
6200 Vogel Road
Evansville, Indiana 47715



Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter, Draft Purpose and Need Statement, preliminary alternatives, and summary
of the August 20, 2019, NEPA reviewing agency meeting for the Mid-States Corridor Tier 1
Environmental Impact Study (Des. No. 1801941; DHPA No. 24215)

Dear Mr. DuPont:

Pursuant to the National Environmental Policy Act of 1969 (“NEPA”; 42 U.S.C. § 4321 *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, Indiana Code 14-21-1, and 312 Indiana Administrative Code 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed the early coordination letter, with enclosures, dated August 5, 2019, and received August 16, 2019, for the aforementioned Mid-States Corridor project.

Also, thank you for providing a meeting summary of the August 20, 2019, agency meeting, which our office received by email September 5, 2019. We accept this invitation to become a Participating Agency with the FHWA in the development of this EIS.

Because of the division of labor within the Indiana SHPO staff, it is not practical to designate a *single* point of contact. *For e-mail notification purposes, the contacts in our office are Wade T. Tharp (wtharp1@dnr.in.gov) for archaeology and Danielle Kauffmann (dkauffmann@dnr.in.gov) and John Carr (jcarr@dnr.in.gov) for structures.* However, *whenever you submit a document for formal review by the Indiana SHPO, we ask that you provide a single, paper copy to me as Deputy SHPO at the address in our letterhead.*

We have no specific comments regarding the Draft Purpose and Need Statement, preliminary alternatives, or meeting summary. As you probably realize, our comments during this NEPA review process will be offered largely from a Section 106 or an Indiana state historic preservation and archaeology law perspective. In some cases, when we comment under Section 106 or state law our comments will stand as our NEPA comments, as well, so that we can avoid repeating our comments solely for NEPA purposes.

As the project progresses, we look forward to reviewing more information regarding the above-ground resources that are located within the study bands as part of this Tier 1 compilation of the Draft Environmental Impact Statement (“DEIS”).

It is our understanding that the assessment of potential impacts to archaeological resources of the proposed project within the proposed project area will be undertaken as part of the Tier 2 studies. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The Indiana SHPO staff archaeological reviewer for this project is Wade T. Tharp, and the structures reviewers are Danielle Kauffmann and John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence regarding the Mid-States Corridor Tier 1 Environmental Impact Study in southern Indiana (Des. No. 1801941), please refer to DHPA No. 24215.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:JLC:WTT:wtt

emc: Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Jason DuPont, P.E., Lochmueller Group
Chad Costa, Lochmueller Group
Gary Quigg, Lochmueller Group
Matt Buffington, INDNR, Division of Fish and Wildlife
Christie Stanifer, INDNR, Division of Fish and Wildlife
Beth K. McCord, INDNR-DHPA
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590
SEP 13 2019

REPLY TO THE ATTENTION OF:

RM-19J

Michelle Allen
Project Manager
Federal Highway Administration-Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Re: Participating Agency Invitation for EPA Involvement in FHWA Tiered EIS Process for the Mid-States Corridor Project in Southern Indiana.

Dear Ms. Allen:

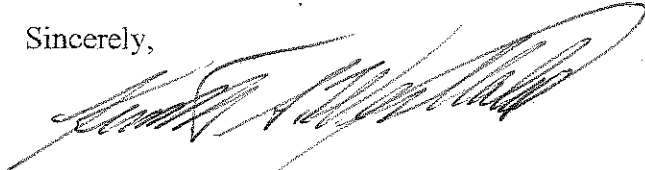
The U.S. Environmental Protection Agency – Region 5 (EPA) received the Mid-States Corridor Project Consultant's (Lochmueller Group) letter dated September 5, 2019, inviting EPA to become a participating agency in the National Environmental Policy Act (NEPA) Tiered Environmental Impact Statement (EIS) process for the referenced Mid-States Corridor Project.

EPA accepts FHWA's invitation to become a participating agency for this Tiered EIS project. As a participating agency, EPA agrees to provide project-related input in areas of our expertise subject to resource limitations. We agree to provide input on impact assessment methodologies; participate in coordination meetings via webinars/conference calls; and provide comment on preliminary information developed for the Tier 1 Draft EIS and Final EIS. Specifically, we look to provide comment on purpose and need, alternatives considered, anticipated impacts and mitigation. We do not, however, commit to assume any responsibility for developing information or preparing any environmental analyses, including authoring any portions of the future NEPA documents. EPA's participating agency status and level of involvement do not preclude our independent review and comment responsibilities under Section 102(2)(C) of NEPA and Section 309 of the Clean Air Act, or our authorities under Section 404 of the Clean Water Act.

As a participating agency, we request at least a two-week advance notice of the time and dates of all meetings/conference calls, and prior to receipt of draft documents for our review and comment. We request one (1) paper copy and three (3) USB drives of all materials over 30 pages that we are asked to review.

EPA is available to discuss the contents of this letter at your convenience. Virginia Laszewski, NEPA Reviewer, of my staff will be the EPA point of contact for this Tiered EIS project. Feel free to contact Ms. Laszewski by phone at 312/886-7501 or by email laszewski.virginia@epa.gov.

Sincerely,



Kenneth A. Westlake
Deputy Director, Office of Multimedia Programs
Office of Regional Administrator

cc (e-copy): Kyanna Moon, Project Manager, Indiana Department of Transportation,
KMoon1@indot.IN.gov
Jason A. DuPont, PE, JDupont@lochgroup.com



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Bruno L. Pigott
Commissioner

September 12, 2019

Mr. Jason DuPont
Lochmueller Group, Inc.
6200 Vogel Road
Evansville, IN 47715



Dear Mr. DuPont:

Re: Comments on Early Coordination
Project: Mid-States Corridor in Southern Indiana
INDOT DES: 1801941
Various Counties

The Office of Water Quality has reviewed the Early Coordination Letters submitted to IDEM on August 5, 2019, and September 5, 2019, regarding the evaluation of several potential transportation routes in southern Indiana beginning from the Ohio River at Rockport (Spencer County) and continuing north to connect with either I-69 or State Road 37. The letter was reviewed for activities that would potentially fall within the regulatory authority of the Section 401 Water Quality Certification Program and the State Wetland Regulatory Program.

The study area includes several sites used as compensatory mitigation for IDEM authorizations including some mitigation sites directly adjacent to the section of U.S. Highway 231 between Rockport and I-64 that is included in all the alternatives described. These mitigation sites should be avoided during the design and planning of this transportation corridor. If impacts are allowable within these mitigation sites, mitigation appropriate for impacts to high quality aquatic resources will be required.

The purpose and need for this project is unclear from the correspondence received by this office. The document states the purpose is to provide a better connection between Rockport and Interstate-69. It appears from the alternatives under review that the desire may be to provide a better connection between Rockport and Bloomington, rather than providing a direct route from Rockport to Interstate-69.

IDEM will comment on the details of different routes once specific alternative routes have been developed; however, in general IDEM recommends the following:

IDEM prefers alternatives that restrict as much of the project as possible to existing road alignments as the best option for avoiding and minimizing impacts to waters.



IDEM prefers the alternatives that remain on U.S. Highway 231 or west of U.S. Highway 231. The areas identified east of U.S. Highway 231 include environmentally sensitive areas that would likely suffer much larger damage to the biological integrity of the aquatic resources than would the aquatic resources along or west of U.S. Highway 231.

After a preliminary review, portions of the project that would encounter karst include:

- 1) SR 450 from Shoals to Bedford
- 2) US 50 from Shoals to Bedford
- 3) SR 60 from French Lick to Mitchell
- 4) SR 145 south out of West Baden Springs

Karst features that may be affected by road construction need to be identified and either protected or mitigated. If springs are identified, water quality sampling of the springs would be needed. Work done in areas of karst need to follow the Karst MOU signed by INDOT, IDEM, IDNR, and USFAW.

Once the alternatives are identified, project specific karst studies can be developed.

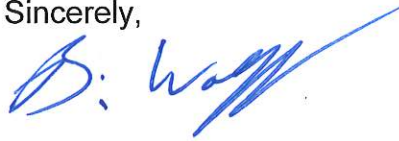
During stream crossing design, avoid using structures that will require streams to be manipulated. All stream relocations should follow natural stream channel design protocols. If you are capturing streams within the ROW, the outside ROW edge of the stream should be planted with trees and shrubs or located adjacent to existing forest areas to minimize the impacts of thermal inputs associated with impervious surface.

Erosion and sediment control will be a crucial part of this project during construction in order to protect aquatic resources. Specific selection of measures; including design specifications must be incorporated into the project based on the terrain and the resource that is to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing, must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site.

IDEM may have additional comments should any of the construction projects directly affect remediation projects managed by the IDEM OLQ.

Thank you for allowing us the opportunity to comment on this project. Should you have any questions about this letter, please contact J. Turner, Project Manager, of my staff at JTurner2@IDEM.IN.gov or at 317-234-6352.

Sincerely,



Brian Wolff, Branch Chief
Surface Water, Operations, and Enforcement
Office of Water Quality

cc: Deb Snyder, USACE-Indianapolis
Matt Buffington, IDNR
Kristi Todd, INDOT



MID-STATES CORRIDOR

Tuesday, August 20, 2019 | Agency Coordination Meeting | DES 1801941

Sign- In Sheet

Representing	Name (print)	Participating Agency? (check if yes)	Agency Contact
PROJECT TEAM	DAVID GOFFINET		
USDA Forest Service Hoosier Nat'l forest	Kevin Amick		
PROJECT TEAM	MATT RIEHUE		
INDOT PM Project Team	Kyanna Moon		
tochter Project Team	Michael Grovsh		



MID-STATES CORRIDOR

Tuesday, August 20, 2019 | Agency Coordination Meeting | DES 1801941

Sign- In Sheet

Representing	Name (print)	Participating Agency? (check if yes)	Agency Contact
INDOT	RONALD BALES	<input checked="" type="checkbox"/>	
INDOT	Clint Scherzer		
USFWS	Robin NewWilliams	<input checked="" type="checkbox"/>	S Robin-newwilliams@iaws.gov
Lochmueller Group	Rusty Yeager		
Indiana Geological + Water Survey	Todd Thompson		



MID-STATES CORRIDOR

Tuesday, August 20, 2019 | Agency Coordination Meeting | DES 1801941

Sign- In Sheet

Representing	Name (print)	Participating Agency? (check if yes)	Agency Contact
<u>U.S. EPA, REGIONS</u>	<u>Virginia Laszewski</u>	<input checked="" type="checkbox"/>	<u>Virginia Laszewski</u>
<u>Michelle Allen</u>	<u>FHWV</u>		<u>Michelle Allen</u>
<u>Patrick Carpenter</u>	<u>INDOT- CRO</u>	<input checked="" type="checkbox"/>	<u>Patrick Carpenter</u>
<u>Erica Tait</u>	<u>FHWV</u>		<u>Michelle Allen</u>
<u>INDOT- CRO</u>	<u>Kelyn Alexander</u>		<u>Patrick Carpenter</u>



MID-STATES CORRIDOR

Tuesday, August 20, 2019 | Agency Coordination Meeting | DES 1801941

Sign-In Sheet

Representing	Name (print)	Participating Agency? (check if yes)	Agency Contact
PROJECT TEAM	Danika Fleck		
Regional Development Authority	Mark Schroeder	<input checked="" type="checkbox"/>	MARK SCHROEDER
RDA	DAVID DRAKE	<input checked="" type="checkbox"/>	-
Hoosier National Forest	Michelle Paduani	<input checked="" type="checkbox"/>	
Project Team	Jason DuPont		



MID-STATES CORRIDOR

Tuesday, August 20, 2019 | Agency Coordination Meeting | DES 1801941

Sign- In Sheet

Representing	Name (print)	Participating Agency? (check if yes)	Agency Contact
EMPA	SEYED SHOKRABZADEH	<input checked="" type="checkbox"/>	SEYED@EMPA.ORG



MEETING SUMMARY

Date of Meeting: August 20, 2019 **Re:** Mid-States Agency Coordination Meeting

Location: VUJC CTIM Building, Room 103 **Issue Date:** September 5, 2019

Submitted By: Lochmueller Group

In Attendance:

In Person: Kyanna Moon (INDOT), Clint Scherzer (INDOT), Patrick Carpenter (INDOT), Kelyn Alexander (INDOT), Ron Bales (INDOT), Michelle Allen (FHWA), Erica Tait (FHWA), Robin McWilliams Munson (USFWS), Michelle Paduani (USDA Hoosier National Forest), Kevin Amick (USDA Hoosier National Forest), Seyed Shokouhzadeh (Evansville MPO), Todd Thompson (IGS), Virginia Laszewski (US EPA Region 5, NEPA); Mark Schroeder (RDA), David Drake (RDA), Jason DuPont (Lochmueller Group), David Goffinet (Lochmueller Group), Michael Grovak (Lochmueller Group), Matt Riehle (Lochmueller Group), Rusty Yeager (Lochmueller Group), Danika Fleck (Lochmueller Group)

Remotely: Laura Hilden (INDOT), Anuradha Kumar (INDOT), Susan Branigin (INDOT), Nick Cooper (INDOT), Rickie Clark (INDOT), Deb Snyder (US Army Corp of Engineers), Lynette Schrowe (IDEM/Land Quality), Doug Louks (IDEM/Land Quality); Jay Turner (IDEM/Water Quality), Ryan Mueller (DNR/Water), Daniel Gautier (DNR/Fish & Wildlife), Matt Buffington (DNR/Fish & Wildlife), Danielle Kauffmann (DNR/DHPA), Wade Tharp (DNR/DHPA), John Carr (DNR/DHPA), Beth McCord (DNR/DHPA), Brian Royer (DNR/Oil & Gas), Nick Males (DNR/Water), Eric Moster (DNR/Water), Jennifer Ware (DNR/Water) Bobb Beauchamp (FAA), Travis McQueen (Huntingburg Airport), Erin Thompson Paden (Delaware Nation), Chad Costa (Lochmueller Group), Joe Bartletti (Lochmueller Group), Amy Hackbarth (Lochmueller Group)

ITEMS DISCUSSED:

Jason DuPont (JD) began the meeting with introductions of the project team, including Kyanna Moon (INDOT), Michelle Allen (FHWA), and Mark Schroeder (RDA).



August 20, 2019

Page 2

The attendees gave their names and agency/company for the meeting record.

Agency Coordination

Those who were extended an invitation for the meeting were invited to be a Participating Agency. Expectations of a Participating Agency include identifying any issues of concern regarding the project's potential environmental or socioeconomic impacts and providing meaningful feedback throughout the process. Cooperating Agencies are involved in a greater level of authority and detail in the environmental process. Agencies who expect to be a Cooperating Agency were asked to express their interest at this time.

A formal letter is to follow, asking for affirmation of agencies' status. If agencies decline Participating status, they will be asked to document why that is the case.

Project overview

The 12-county project study area was displayed. The project will evaluate an improved highway connection (multiple facility types) through multiple potential corridors, beginning at SR 66 to I-69 (multiple corridors west and north directly to I-69 and east to I-69 via SR 37) in a Tiered Environmental Impact Statement process.

US 231 presently is an improved 4-lane facility from SR 66 near the Natcher Bridge in Rockport to the I-64 interchange in Dale, IN. That section will be evaluated as part of this project as well. The analysis in this section will focus on access along the existing US 231 corridor.

Tiered NEPA Study

The scale of the project study area and the complexity of the project lends itself to using a two-step "tiered" approach. Tier 1 is a "big picture" evaluation. The goal of Tier 1 is to identify a single 2,000-foot-wide corridor/facility type and approximate right-of-way requirements which will then be carried forward to subsequent Tier 2 studies as Sections of Independent Utility (SIUs). Tier 2 will evaluate each SIU and identify specific alignment and right-of-way requirements within the corridor.

Goal of NEPA Process

The National Environmental Policy Act (NEPA) process for an Environmental Impact Statement is a decision-making process for federally-funded projects. At its core, it is analyzing the range of alternatives based on three aspects; benefits, impacts, and costs. Those three factors will be evaluated and screened throughout. A key aspect of the NEPA process is public involvement and agency coordination. Agency coordination includes collective meetings as well as individual agency coordination.

Project Milestones

- Milestone 1: Project goals (Purpose and Need) and potential route concepts (Preliminary Alternatives) defined by Fall 2019
 - Including public, agency, and stakeholder input considerations
- Milestone 2: Screening of Alternatives based on Purpose and Need, costs, and impacts in Early 2020
- Milestone 3: Draft Environmental Impact Statement (DEIS) including a detailed analysis of alternatives, and an identification of a single preferred alternative with a facility type in Fall 2020
- Milestone 4: Final EIS and Record of Decision (ROD) which address public and agency comments on the DEIS with a final anticipated approval of refined preferred alternative by 2021

Purpose & Need

The core goals of this project as defined in the Purpose and Need were explained. They include:

Providing an improved transportation link between the US 231/SR 66 and I-69 which:

- Improves business and personal connectivity in Dubois County and Southern Indiana;
- Improves regional traffic safety in southern Indiana;
- Supports economic development in southern Indiana; and
- Improves connections to existing major multi-modal locations from southern Indiana
 - A question regarding multi-modal facilities on the map was raised. The facilities are not shown on the presentation maps, but they will be evaluated as part of the modelling. Michael Grovak added that key multi-modal facilities have been defined through regional interview input.

Questions and Clarifications regarding the Purpose and Need:

- A question was raised by USEPA regarding what ‘problem’ the project is trying to resolve. The question addressed the wording of “Improves” rather than “solves”
 - Jason DuPont explained that initial evaluation along with previous studies identified safety and accessibility concerns, as well as intermodal connections. The Purpose and Need aims to improve accessibility for employees, business input and output materials, and safety.
 - Safety concerns (higher numbers of crashes) were identified by the Purpose and Need’s safety analysis. A higher-quality road would divert traffic from functionally obsolete roads. These roads have features such as narrow shoulders, problems with horizontal and vertical curvature, etc.

- Michael Grovak added that these concerns were reiterated in 18 Economic Interviews conducted in the region, as well as at the public and stakeholder meetings.
- USEPA asked whether I-69 has not already addressed the region's transportation needs.
 - Michael Grovak explained that I-69 especially addressed needs in the Western part of the study region (Davies, Pike, Warrick). The central portion of the study area includes major concentrations of manufacturing businesses with longstanding needs. These needs were not addressed by the I-69 project. These are concentrated in Dubois County, specifically Huntingburg and Jasper.
- USEPA noted that an alternative in the I-69 study was identified in this region, which was discarded. There was also a DEIS for a Jasper/Huntingburg bypass project in this region and it was withdrawn (via a Federal Register notice in 2014) due partly to traffic volumes. What has changed in terms of area needs?
 - A goal of this project is to increase regional connectivity, particularly the creation of a larger and continuous North/South corridor, rather than just a Jasper/Huntingburg bypass, which is what was looked at in previous EIS studies. This study will also be analyzing new traffic studies. A new model will include traffic data for this region as well portions of Kentucky and Tennessee.
- USEPA asked how improvements will be measured, and what level of improvement is considered 'enough.'
 - Performance thresholds have not yet been defined. The selected corridor would need to see a significant improvement in performance of core goals.

Project Area Description

A physiographic map of the study area was displayed, accompanied by a brief description of each region. A copy of this map is attached to this meeting summary.

- Boonville Hills: includes Warrick, Spencer, Pike, and portions of Dubois counties. Land use primarily includes farmland, forest, and mining.
- Wabash Lowlands: includes Davies, and portions of Greene, Pike, and Dubois counties. The region is primarily flat to rolling with wide expanses of alluvial land.
- Crawford Upland: Includes Perry, Crawford, Orange, Martin, and portions of Greene, Monroe, Lawrence, and Dubois counties. It is characterized by unglaciated and steeply dissected terrain, including shallow bedrock of sandstone caprock overlying limestone bedrock below. It is largely forested and includes large tracts of managed forest, including the Hoosier National Forest.
- Mitchell Plateau: Includes Monroe, Lawrence, and Orange counties. It is characterized by limestone bedrock and more heavily developed sinkhole topography.
- Norman Upland: Includes portions of Lawrence and Monroe counties.

Potential Preliminary Alternatives

A map of potential preliminary alternatives was displayed.

All alternatives include Section 1. It is defined as the existing upgraded 4-lane US 231 from SR 66 near the Natcher Bridge at Rockport to the I-64 interchange at Dale, IN. Access considerations for this section will be considered as a part of this project.

Sections 2 and 3 are wider study bands (2 miles wide) and include alternatives for the Central and North portion of the study area. Section 2 was based to a large extent on previous studies for a Jasper/Huntingburg bypass. This area is being reevaluated as part of this new study.

Existing US 231 from the I-64 interchange North to Crane generally is a 2-lane facility with narrow shoulders. Some portions have been improved with widened shoulders and turning lanes.

Section 3 alternatives represent three geographically distinct options. Northwestern alternatives connect to I-69 near Petersburg and Washington interchanges. North-central alternatives improve existing US 231 through Loogootee and connect to I-69 near Crane Village and Scotland. Northeastern alternatives extend to French Lick then to SR 37, or use US 50, SR 60 and SR 450 from the Loogootee area to Bedford or Mitchell. Northeastern alternatives would connect to SR 37, which is a 4-lane improved facility, with limited at-grade access in this portion of the study area. The only exception is the section of SR 37 from Orleans to Mitchell which is a 2-lane facility with minimal width shoulders and some passing lanes.

The corridors were expanded to the current alternatives after the regional stakeholder meetings. They initially were more limited. A few suggestions also were provided during Public Input Meetings. These included some suggestions similar to the alternatives serving French Lick, but connecting to SR 37 at Paoli rather than Orleans or Mitchell, which was a potential alternative that USFS asked about.

It was clarified that a connection to Paoli was not included previously due to it being somewhat indirect. An improved north-south connection will support the project's accessibility goals, and a connection to Paoli travels east-west before providing a northern connection. Additionally, SR 37 is only a two-lane facility between Paoli and Mitchell.

As the alternative screening process begins, some alternatives will perform better than others. There is the expectation that at least one from each geographic region be carried forward as an alternative for detailed study.

Questions and Clarifications Regarding the Potential Preliminary Alternatives:

August 20, 2019

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- IDNR indicated that the Purpose and Need Statement needs to be defined and set early in the process.
 - Definitions for improved connectivity must be clear before the screening process begins.
 - Jason DuPont verified that we do not expect major adjustments of the Purpose and Need, but that there would likely be minor adjustments when published in the DEIS.
- USACE asked if more than one corridor will be selected for improvement.
 - It was clarified that a single continuous corridor will be selected as opposed to multiple connections.
 - Other related improvements may be considered as separate, stand-alone projects.
- USEPA commented regarding the US 50 corridor to SR 37. This corridor was considered in the I-69 study and deemed environmentally unacceptable due to impacts to the Tincher Special Area.
 - It was clarified that the US 50 alternative was not originally included in this study. It was identified repeatedly in stakeholder meetings and is now being evaluated again to be responsive to public input.
 - It is clarified that stakeholders include representatives from emergency services, schools, economic development corporations, planning officials and local officials.
- USEPA commented about all alternatives east of US 231 impacting karst topography. Eastern alternatives would also cross the Hoosier National Forest acquisition boundary.
 - Jason DuPont confirmed that the team is aware of resource issues and they will be considered throughout the evaluation process and additional coordination with resource agencies is anticipated regarding those resources.

A Google Earth aerial photo flythrough was given of the potential preliminary alternatives to provide more detailed images of the corridors. Specific areas of interest included; Lincoln State Park, the connection to I-165 which continues to Bowling Green from Owensboro via the former Natcher Parkway, the Huntingburg airport and proposed extension path, the Huntingburg/Jasper communities, the Glendale Fish and Wildlife area, Crane Military Base (which was represented at the stakeholder meetings), the East Fork of the White River, Patoka Lake, and SR 37 4-lane improvements.

Questions and clarifications regarding the Google Earth flythrough included:

- USEPA questioned whether Environmental Justice (EJ) communities have been identified.
 - Preliminary screenings have identified some potential EJ populations in the study area which will likely be evaluated through INDOT's procedural process. Initial outreach includes additional information at Public Libraries.

- A question was asked regarding what traffic counts are being used in the model development
 - The base year for the traffic model is 2017, so corresponding traffic count numbers (from INDOT and other sources) will be used.
- DNR commented that an Eastern alternative around Jasper and Huntingburg was reviewed in the past. They had higher natural resource impacts than any Western alternative. It would impact the Buffalo Flats Nature Preserve area, Patoka River East Wetland complex, direct and indirect forest fragmentation, and threatened and endangered species habitat, including the Western Cottonmouth and the Copperbelly Water Snake.
 - Previous studies will be looked at and an independent, full evaluation will be conducted.
- Kyanna Moon, INDOT, confirmed that SR 37 improvements are not included as part of the current 20-year plan.
- There were questions from EMPO and others regarding the consistency of the project traffic model with the Indiana Statewide Travel Demand Model (ISTDM). Additionally, will the assumptions be reviewed by Federal Highway in Washington (DC) to be deemed acceptable?
 - The model is based upon the ISTDM.
 - It incorporates model data from Kentucky and Tennessee.
 - It is more detailed than the ISTDM in the 12-county study area.
 - We have had one meeting with FHWA (Indiana Division and DC) regarding the model, and it is satisfied with the work to date. FHWA consultation will continue as the study and traffic modeling progress.
 - Updates about traffic forecasting and FHWA's involvement will be provided at future agency coordination meetings.
- An additional question regarding the accuracy of I-69 model predictions was asked.
 - FHWA stated that until Section 6 is built to complete the project, comparisons cannot be made.
- The question was asked how alternatives can be screened in 2020 before I-69 is completed. How can it be determined these two projects will interact with each other?
 - This project evaluation is independent of I-69.
 - The model forecasts assume I-69 is complete.

Social, Economic, and Environmental Impacts

Evaluation process will include social, economic, and environmental impacts. Avoidance will be key and impacts that cannot be avoided will be minimized and/or mitigated. Environmental considerations include both human and natural environment impacts. Agency feedback on key resources or potential impacts is an important part of early identification.

Preliminary Alternative Screening

First step of the preliminary alternative screening process will be a Fatal Flaw Analysis. The corridors are 2-miles wide for avoidance flexibility. Alternative adjustments will be considered if potential fatal flaws are identified.

We will use available GIS data analysis for alternative screening. Cost, benefits, and impacts will be screened at a higher level and then evaluated in more detail in the next stage of Tier 1 and documented in the Draft EIS.

It was clarified that the data being used for the GIS Analysis will largely be derived from Indiana Map. Todd Thompson (IGS) commented that the layers of interest should be designated early in the process, so that IGS can prioritize those layers for updating.

It was also clarified that a driving tour with resource agencies will be conducted at the next meeting, once the preliminary alternatives have been screened.

Meeting Coordination

Three public meetings were held in the first week of August at three locations. Input has been placed into a database, and presently is being evaluated. Input continues to be received at the Project Office. The meeting locations included:

- August 5th – Washington HS; 83 attendees
- August 6th – Springs Valley HS; 112 attendees
- August 8th – Jasper HS; 236 attendees

Meeting materials and comment boxes have also been distributed to libraries throughout the study region.

A second agency coordination meeting and a 2nd round of public meetings will be held after the screening process.

It was clarified that a timeline for Tier 2 is not known at this time. This will be considered toward the end of the Tier 1 process.

Public Involvement

Key stakeholders were engaged at Regional Issues Involvement Team meetings (Southcentral, Northwest, Northcentral, and Northeast). As we move forward in the process, *ad hoc* stakeholder meetings and working alignment meetings will be held.

Major public involvement will occur again in early 2020.

Outreach Tools

Outreach tools include a project website (midstatescorridor.com). Project information, including the Purpose and Need as well as opportunities for engagement and outreach, is available on the website. Social media, a phone line, an email, and the project website are all being used for outreach and feedback efforts.

A local project office on the Vincennes University Jasper Campus in the Administration Building is open M-W-F 8:00 a.m. to 5:00 p.m. ET (and by appointment).

Response Expectations

Agency comments are requested within 30 days of the distribution of the Purpose and Need (September 12, 2019). We will also request confirmation of agency involvement as a Participating Agency or interest in being a Cooperating Agency.

Concluding Questions

- Further questions were asked regarding traffic model development assumptions.
 - Michael Grovak explains that it is based upon ISTDM's land use forecasts. We will follow-up with local issues teams, particularly the local and planning officials, to refine these forecasts.
 - These local experts will also assist in allocating induced growth within the model.
- USEPA asked how Section 404 matters are considered in this Tier 1 project.
 - The goal is to incorporate as much agency solicitation in Tier 1 as possible.
 - Permitting will occur after Tier 2 studies. Coordination will occur with the US Army Corps of Engineers to ensure that Tier 1 decisions are consistent with its permitting responsibilities.
- USACE asked how the one federal decision memo would affect this project.
 - FHWA noted that this Tier 1 EIS would not be subject to the one federal decision memo. Those requirements would be considered in Tier 2.
- USEPA asked about concentrations of Amish communities
 - There are Amish communities located in Daviess County (west side of 231) and Lawrence County area (at the conjunction of Martin, Orange, and Lawrence).
 - These communities warrant additional outreach, which has been discussed with INDOT and FHWA previously.
- A question was asked regarding karst features on Indiana Map
 - Todd Thompson confirmed that they (IGS) are in the process of updating those map layers. IU Center for Rural Engagement is involved in the process and could be a resource for the project moving forward.

August 20, 2019

Page 10

- IGS also has cave mapping data available.
- Map layer data will be provided to resource agencies after the screening process.

Jason DuPont concluded the meeting. Questions and comments will be coordinated with the project team (FHWA, INDOT). Comments are being solicited on the Purpose and Need and the range of potential alternatives. The next comment period will be on the alternative screening.

A meeting summary including a list of attendees will be prepared and circulated for your review.

Attachments:

Study Area Physiographic Region Map

Potential Preliminary Alternatives Map

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

MID-STATES CORRIDOR AGENCY COORDINATION MEETING



VINCENNES UNIVERSITY-JASPER CAMPUS
TUESDAY, AUGUST 20TH, 2019 10:00 TO 12:00 EDT



MID-STATES
CORRIDOR



Introductions

- Jason DuPont- Lochmueller Group
Project Manager
- Kyanna Moon – INDOT Project Manager
- Michelle Allen – FHWA-Indiana Division
- Mark Schroeder – Mid-States Regional
Development Authority



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Agency Coordination

- Participating Agencies
- Coordinating Agencies

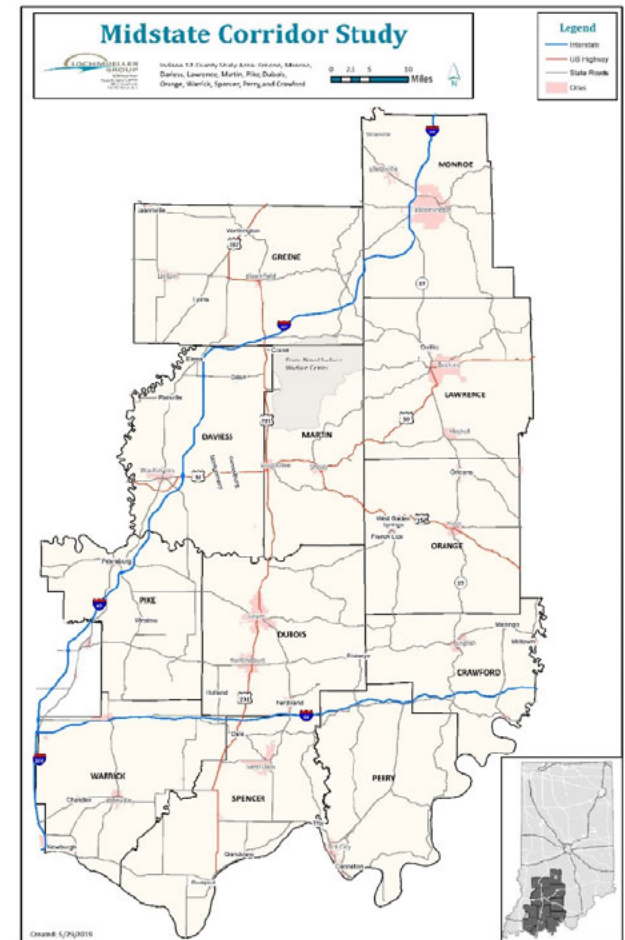


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Project Overview

- Tier 1 Environmental Impact Statement
- Evaluate improved highway connection (multiple facility types)
- Evaluate multiple corridors
 - SR 66 to I-69 (multiple corridors west directly to I-69 and east to I-69 via SR 37)
- Twelve county study area



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Why a Tiered NEPA Study?

- Large, complex project
- Two-staged “tiered” approach
- Tier 1
 - “Big picture” evaluation
 - Identify a corridor/facility type
 - Identify Sections of Independent Utility (SIUs) for Tier 2 studies
- Tier 2
 - Separate, detailed evaluation of each SIU
 - Identify specific alignment and right-of-way requirements within corridor for each SIU



Goal of the NEPA process?

- Decision making process
- Required for federally-funded projects (future funding expected to include federal dollars)
- Analyze range of alternatives based on:
 - Benefits – Performance against Purpose and Need
 - Impacts – human and natural environment
 - Costs – overall costs for design, right-of-way and construction
- Public involvement
- Agency coordination – local, state and federal



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Project Milestones and Schedule

Milestone 1 - Preliminary Alternatives, Purpose & Need – Fall 2019

- Project goals (Purpose and Need)
- Potential route concepts (preliminary alternatives)

Milestone 2 - Screening of Alternatives – Early 2020

- High-level analysis of route concept
- Screen by Purpose and Need, cost, impacts



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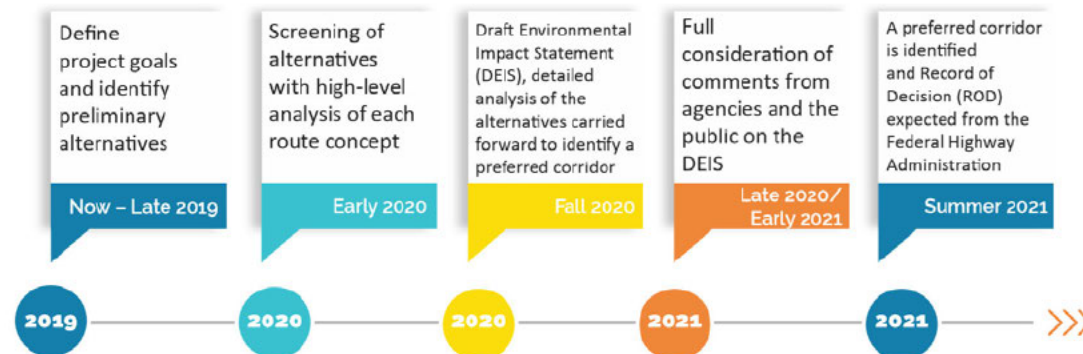


Milestone 3 - Draft Environmental Impact Statement (EIS) – Fall 2020

- Detailed analysis of alternatives
- Single preferred alternative
- Corridor and facility type

Milestone 4 - Final EIS & Record of Decision (ROD) – Summer 2021

- Address public and agency comments
- Final approval of refined preferred alternative



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**LOCHMUELLER
GROUP**

Purpose & Need

Provide an improved transportation link between the US 231/SR 66 and I-69 which:

- Improves business and personal regional connectivity in Dubois County and southern Indiana;
- Improves regional traffic safety in southern Indiana;
- Supports economic development in southern Indiana; and
- Improves connections to existing major multi-modal locations from southern Indiana.

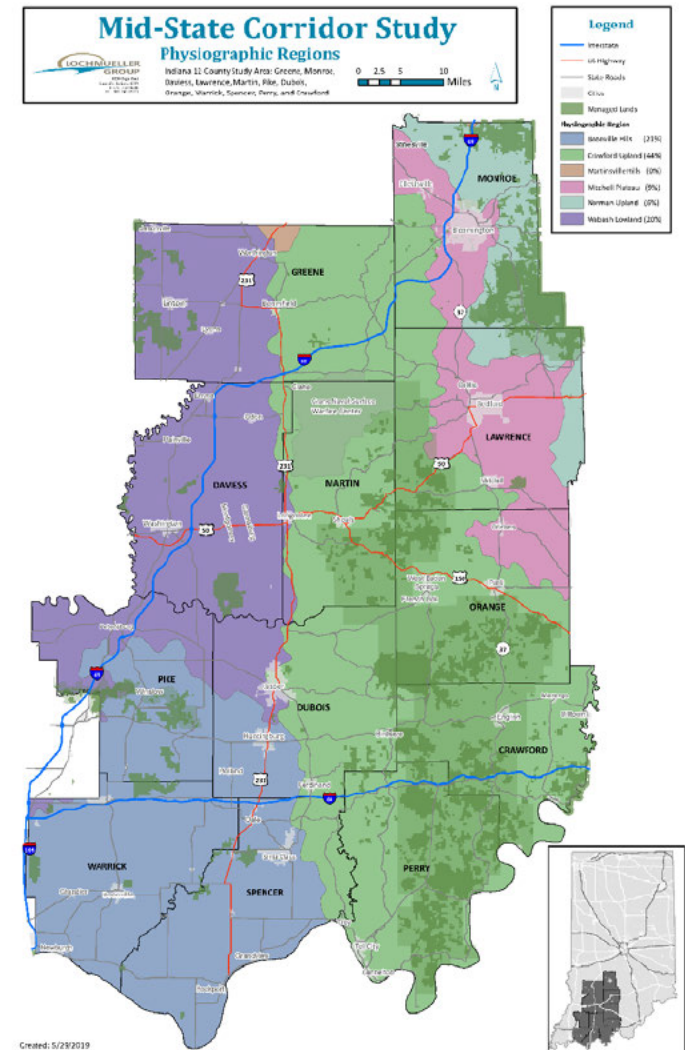


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Project Area Description

- Boonville Hills
- Wabash Lowlands
- Crawford Upland
- Mitchell Plateau
- Norman Upland

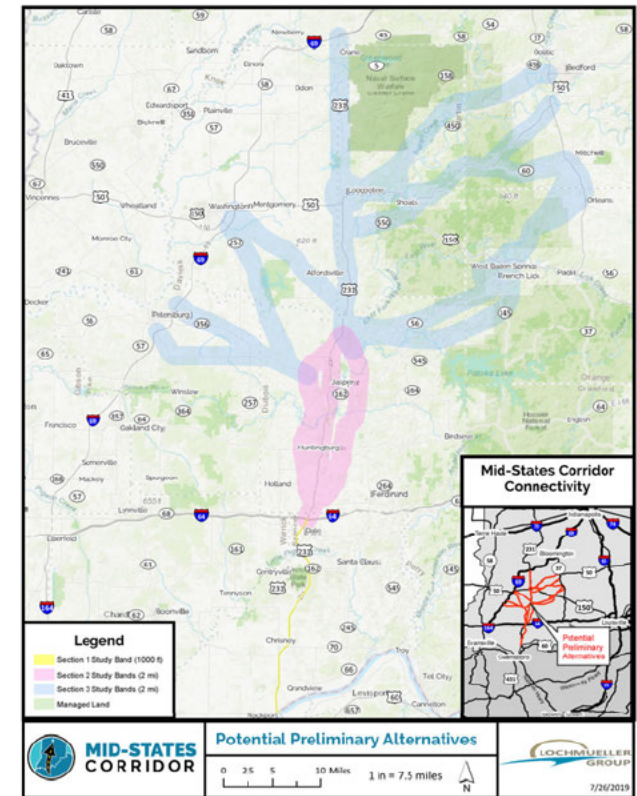


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Potential Preliminary Alternatives

- Narrow band along upgraded US 231 from SR 66 to I-64
- 2-mile wide bands north of I-64
- Generally following existing highway facilities w/ some new terrain options



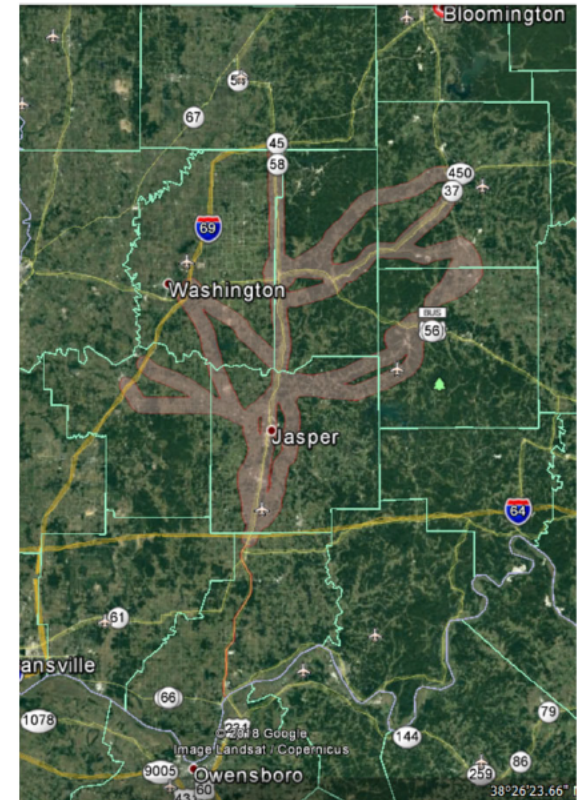
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Potential Preliminary Alternatives

- Google Earth Fly Through Review



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Social, Economic and Environmental Impacts

Process:

- Avoid
- Minimize
- Mitigate



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Environmental Considerations

Human Environment

- Residential and commercial relocations
- Residential distribution and neighborhood cohesion
- Infrastructure resources
- Cultural resources
- Air quality
- Noise
- Access
- Farms and agriculture
- Cemeteries
- Archaeological
- Water wells



Environmental Considerations

Natural Environment

- Streams, wetlands, and water quality
- Endangered species
- Managed lands
- Geology
- Air quality
- Forested land
- Floodplains
- Indirect/cumulative impacts



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Preliminary Alternative Screening

- Initial Fatal Flaw Review



- GIS Data Analysis

- Costs
- Impacts
- Benefits



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Tiered NEPA Study Process

- Tier 1
 - “Big picture” evaluation
 - Identify a corridor/facility type
 - Analysis generally GIS based data
 - Limited field survey
- Tier 2
 - Separate, detailed evaluation of each SIU
 - Identify final access and right-of-way requirements
 - Detailed field survey for approved corridor
 - Detailed impact assessments



Meeting Coordination

- Public Information Meetings (PIMs) – Round #1
 - August 5th – Washington HS – 5:30 to 7:00
 - August 6th – Springs Valley HS – 5:30 to 7:00
 - August 8th – Jasper HS – 5:30 to 7:00
- Agency Coordination Meeting
 - August 20th
- Alternatives Screening Process
- 2nd Round of PIMs and Agency Meetings – early 2020



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Public Involvement

- Engage Key Stakeholders
 - Regional Issues Involvement Teams (Southcentral, Northwest, Northcentral, Northeast)
 - *Ad Hoc* stakeholder meetings
 - Working alignment meetings
- Broader Public
 - Public Information Meetings – Two sets of meetings
 - Round 1: August 5, 6 and 8
 - Round 2: early 2020 (TBD)
 - Public hearings – fall 2020 (TBD)

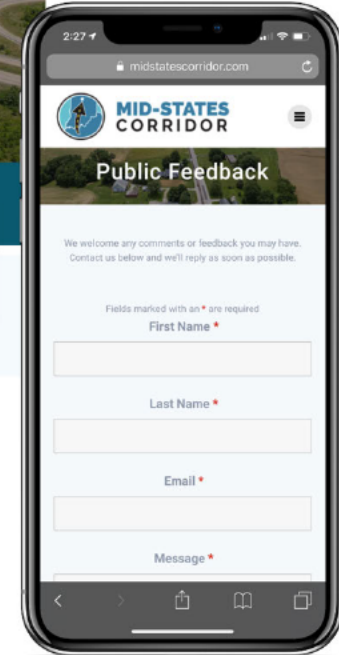
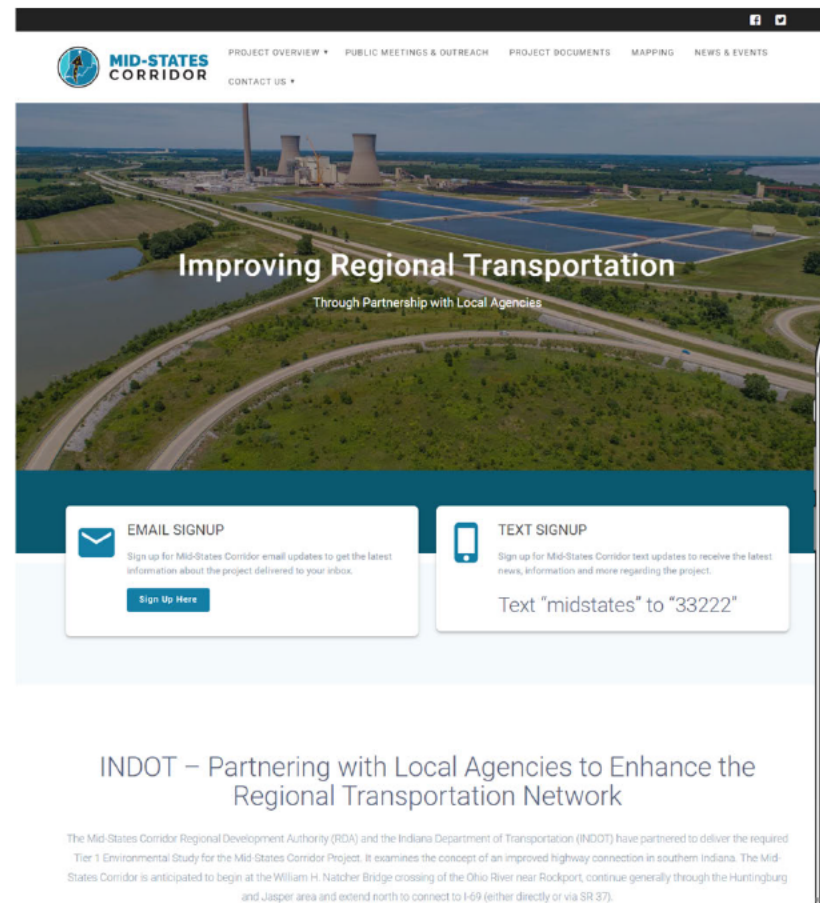


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Outreach Tools

- Project website (MidStatesCorridor.com)
 - Text and email alerts
 - Share feedback
 - Ask questions



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Stay Engaged



midstatescorridor.com



Mid-States Corridor



@MidStatesStudy



812-482-3116



Text MidStates to
33222 for project alerts



info@midstatescorridor.com



Mid-States Corridor Project Office

*Vincennes University Jasper Campus
Administration Building, Room 216
850 College Ave. • Jasper, IN 47546*

The project office is open Monday, Wednesday and Friday from 8:00 a.m. to 5:00 p.m. ET, and by appointment.



**MID-STATES
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Local Project Office

Open: Monday, Wednesday and Friday
8:00 a.m. to 5:00 p.m. ET
(and by appointment)

Vincennes University Jasper Campus
Administration Building, Room 216
850 College Avenue
Jasper, IN 47546
812-482-3116



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Response Expectations

- Please provide comments by September 12, 2019
- Please confirm your agency involvement as a participating agency or coordinating agency



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THANK YOU



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From: [DuPont, Jason](#)
To: [Scott.Pruitt@fws.gov](#); [Robin McWilliams-Munson \(Robin_McWilliams@fws.gov\)](#); [rick.neilson@In.usda.gov](#); [Patricia_Trap@nps.gov](#); [hector_santiago@nps.gov](#); [Paul.J.Lehmann@hud.gov](#); [Gregory.A.McKay@usace.army.mil](#); [Deborah D LRL Snyder \(Deborah.D.Snyder@usace.army.mil\)](#); [westlake.kenneth@epa.gov](#); [Julian Courtade \(jcourtade@indot.in.gov\)](#); [Cameron Clark - Department of Natural Resources \(CClark@dnr.IN.gov\)](#); [M Huffington@dnr.IN.gov](#); [cstanifer@dnr.in.gov](#); [bmccord@dnr.in.gov](#); [rmueller@dnr.in.gov](#); [rretherford@dnr.in.gov](#); [Randy Braun \(RBRAUN@idem.IN.gov\)](#); [James Turner \(jturner2@idem.in.gov\)](#); [mprater@idem.in.gov](#); [bpigott@idem.in.gov](#); [mstuckey@idem.in.gov](#); [pdorsey@idem.in.gov](#); [dlouks@idem.in.gov](#); [lschrowe1@idem.in.gov](#); [tthomps@indiana.edu](#); [Eric Washburn \(Eric.Washburn@uscg.mil\)](#); [Michaela Noble@ios.doi.gov](#); [kamick@fs.fed.us](#); [Shaun Miller \(smiller@indot.IN.gov\)](#); [Michelle B. Allen \(michelle.allen@dot.gov\)](#); [erica.tait@dot.gov](#); [SBlazey@idem.IN.gov](#); [aturnbow@idem.in.gov](#); [environmentalreview@dnr.in.gov](#); [Rickie Clark \(RCLARK@indot.IN.gov\)](#); [sshokouhzadeh@evansvillempo.com](#); [martipa@bloomington.in.gov](#); [dgautier@dnr.in.gov](#); [bobb.beauchamp@faa.gov](#); [Royer, Brian](#); [laszewski.virginia@epa.gov](#); [Paduani, Michelle - FS](#)
Cc: [Moon, Kyanna](#); [Bales, Ronald](#); [Scherzer, Clint](#); [Laura Hilden](#); [Brandon Miller \(bramiller1@indot.in.gov\)](#); [Kumar, Anuradha](#); [Shaun Miller \(smiller@indot.IN.gov\)](#); [Goffinet, David](#); [Grovak, Michael](#)
Subject: Mid-States Corridor Preliminary Alternative Screening (DES# 1801941)
Date: Monday, February 10, 2020 18:24:21

Dear Agency Partners,

Based on input from our previous meetings and coordination, we have compiled and screened preliminary alternatives for the Mid-States Corridor project. The Screening of Alternatives Report for the Mid-States Corridor project is now available for your review via the project website. The report and attachments can be viewed and downloaded using the following link:

<https://midstatescorridor.com/project-documents/>. Based on its findings, the project team recommends 10 alternatives following five different routes to be carried forward for detailed study in the Tier 1 Draft Environmental Impact Statement.

A meeting to discuss the report will take place on March 3rd from 1:00 – 3:00 p.m. eastern, in room 210 of the Center for Technology, Innovation and Manufacturing (CTIM 210) at Vincennes University Jasper Campus. In addition, we will be conducting a tour of the project study area on March 4th. If you have not previously responded and wish to attend the tour, please let me know. Following the meeting and tour, we would like to receive any comments you may have on the Screening of Alternatives Report by Monday, March 23, 2020.

Respectfully,

Jason DuPont, PE
Director of Environmental Services - Principal
Lochmueller Group

6200 Vogel Road, Evansville, IN 47715
812.759.4129 (direct) | 812.459.4403 (mobile)
JDuPont@lochgroup.com
<http://lochgroup.com>

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From: [Moon, Kyanna](#)
To: [DuPont, Jason](#)
Cc: [Goffinet, David](#)
Subject: FW: Mid States Corridor Huntingburg Airport HNB
Date: Monday, February 24, 2020 10:40:52 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[HNB ALP Sheet 6.pdf](#)
[HNB ALP Sheet 5.pdf](#)

Please see the below from INDOT aviation on behalf of the Huntingburg Airport. They are asking that we tweak our route to not affect their future expansion plans. I thought we may already have this information, but for our records if not.

Thanks,

Kyanna Moon

Project Manager

3650 South U.S. Highway 41
Vincennes, IN 47591

Office: (812) 203-2009

Cell: (812) 830-2300

Email: kmoon1@indot.in.gov



[Click Here To Sign Up for INDOT Project Email and Text Alerts!](#)

From: Buening, Michael
Sent: Monday, February 24, 2020 11:29 AM
To: Moon, Kyanna <KMoon1@indot.IN.gov>
Cc: Travis McQueen - Manager McQueen (airport@psci.net) <airport@psci.net>; Blake, Martin <MaBlake@indot.IN.gov>
Subject: Mid States Corridor Huntingburg Airport HNB

Kyanna,

We just discussed the referenced project.

I have just looked at the corridor alternative that runs just east of the Huntingburg airport. The airport is currently extending the runway 500 feet to the east. Also as part of every airport there is a runway protection zone that extends out into the approach zone away from the end of the runway.

As we discussed, attached are the airport layout drawings showing the 500 foot extension that is currently under contract and the future 500 foot extension.

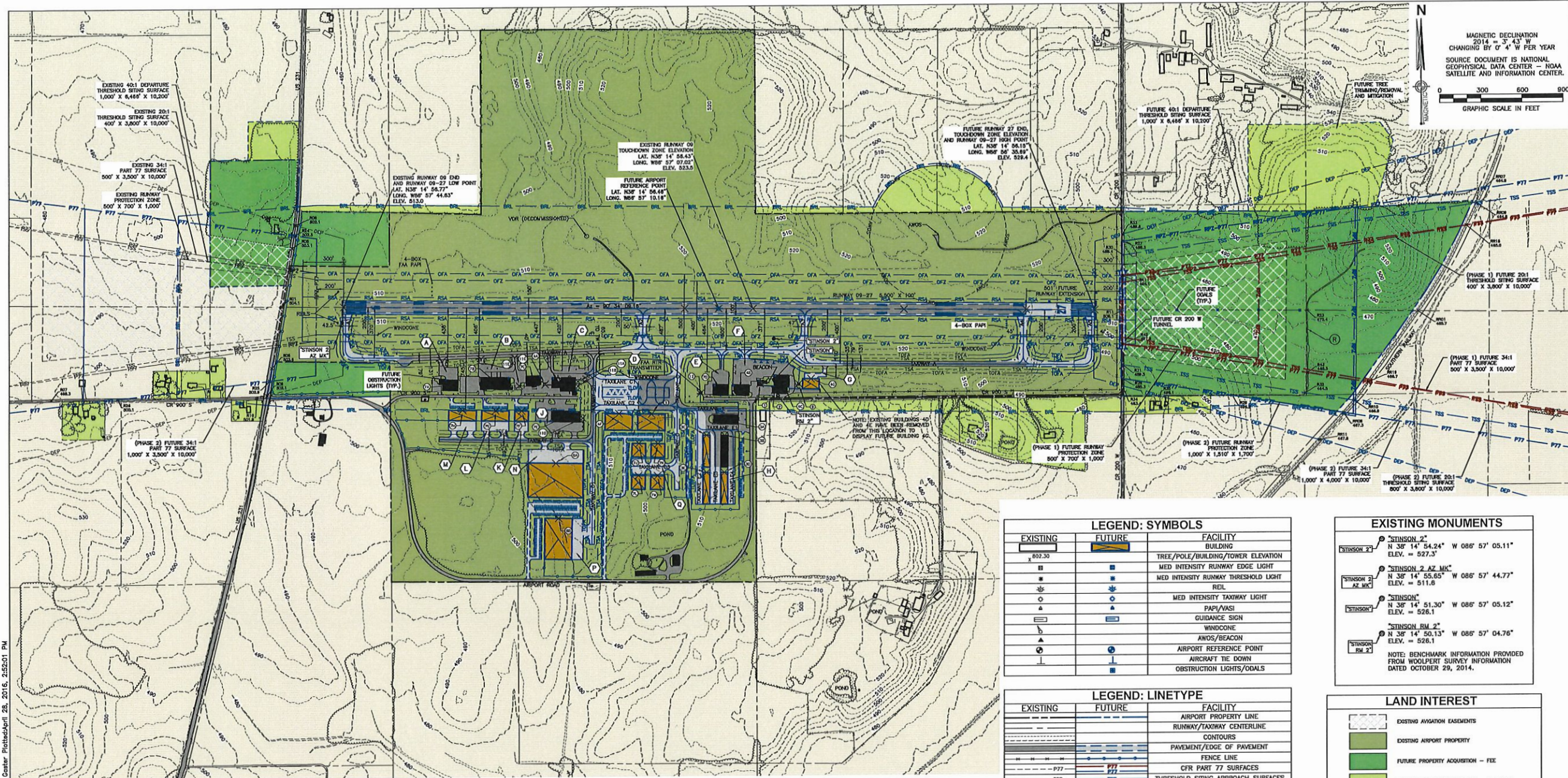
Feel free to include me in any discussions as needed.

Thanks,

Michael W. Buening, PE
Chief Airport Engineer
INDOT Multimodal P&P, Office of Aviation
IGCN Room N955
100 North Senate Avenue
Indianapolis, IN 46204
Office: 317-232-1492
Cell: (317) 766-4690
Email: mbuening@indot.in.gov



Layout Tab Name: 05_Images; _GIS plan agt; _Areas: HNB parcel lines.dwg; 74489-3.dwg; HNB OBS points.dwg; 74489-P.dwg; HNB proposed 2d airspace.dwg; 74489-future background hatches.dwg
 User: David Briffman, 4/27/2016 9:51:41 AM
 C:\Users\David Briffman\OneDrive\Desktop\74489 Airport Authority\74489 Airport Authority\74489-3.dwg; 74489-3.dwg; 74489-P.dwg; 74489-future background hatches.dwg; 74489-3.dwg; 74489-P.dwg; 74489-future background hatches.dwg



MAGNETIC DECLINATION
 2014 = 3° 43' W
 CHANGING BY 0° 4' W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

GRAPHIC SCALE IN FEET

0 300 600 900

CERTIFIED BY: [Signature] DATE: 10/29/14
 DESIGN ENGINEER: [Signature] DATE: 10/29/14
 DRAWN BY: GCF
 CHECKED BY: MAM
 APPROVED BY: CUS



7635 Interactive Way
 Suite 100
 Indianapolis, IN 46278
 317.299.7500
 FAX: 317.291.5805

WOOLPERT

DESIGN STANDARDS BASED ON AIRPLANE DESIGN GROUP (ADG)

AREA DESIGNATION	DESCRIPTION	AREA (SQ)
EXISTING PAVEMENT AREAS		
A	APRON	1,845
B	APRON	4,340
C	APRON	4,843
D	APRON PARKING TIE-DOWN	7,513
E	APRON	2,604
F	APRON PARKING TIE-DOWN	7,884
G	HANGAR ENTRANCES	711
H	HANGAR TAXILANES	6,729
J	APRON	2,675
FUTURE PAVEMENT AREAS		
D	APRON PARKING TIE-DOWN	17,173
H	HANGAR TAXILANES	15,523
K	APRON	1,092
M	APRON	2,147
N	APRON	1,248
P	APRON	4,567
P	APRON	2,679

DESIGN STANDARDS BASED ON TAXIWAY DESIGN GROUP (TDG)

CRITERIA	1A	E	1B	2
TAXIWAY/TAXILANE DESIGNATIONS (FUTURE CONDITION)				A, C, D
TAXIWAY SAFETY AREA (TSA) WIDTH	49'	79'		
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	89'	131'		
TAXILANE OBJECT FREE AREA (TOFA) WIDTH	79'	119'		
TAXIWAY CENTERLINE TO PARALLEL TAXILANE CENTERLINE	70'	109'		
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	44.5'	65.5'		
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	66'	97'		
TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT	39.5'	57.5'		
TAXIWAY WINDUP CLEARANCE	30'	26'		
TAXILANE WINDUP CLEARANCE	19'	16'		
APRON TO TAXIWAY CENTERLINE	7.884'	250'	300'	
HANGAR ENTRANCES	711'	250'	250'	
HANGAR TAXILANES	6,729'	400'	400'	
RUNWAY CENTERLINE-TO-PARKING AREA				

SOURCE: FAA AC 150/5300-13A, CHANGE 1, AIRPORT DESIGN.

TERMINAL STRUCTURE TABLE

BLDG #	FUNCTION
1	EXISTING BUILDINGS AND STRUCTURES
2	TERMINAL BUILDING
3	MANAGER'S OFFICE
3A	THANGAR
3B	THANGAR
4	COMMUNITY HANGAR
4B	COMMUNITY HANGAR
4C	COMMUNITY HANGAR
4D	COMMUNITY HANGAR (TO BE REMOVED IN FUTURE)
4E	COMMUNITY HANGAR (TO BE REMOVED IN FUTURE)
4F	CORPORATE HANGAR
4G	CORPORATE HANGAR
4H	CORPORATE HANGAR
4I	CORPORATE HANGAR
4J	CORPORATE HANGAR
4K	CORPORATE HANGAR
4L	CORPORATE HANGAR
4M	CORPORATE HANGAR
4N	CORPORATE HANGAR
4O	CORPORATE HANGAR
5	TERMINAL BUILDING
6A	CONVENTIONAL HANGAR
6B	CONVENTIONAL HANGAR
7F	CORPORATE HANGAR
7G	CORPORATE HANGAR
7H	CORPORATE HANGAR
7I	CORPORATE HANGAR
7J	CORPORATE HANGAR
7K	CORPORATE HANGAR
7L	CORPORATE HANGAR
7M	CORPORATE HANGAR
7N	CORPORATE HANGAR

DESIGN STANDARDS BASED ON TAXIWAY DESIGN GROUP (TDG)

CRITERIA	1A	E	1B	2
TAXIWAY/TAXILANE DESIGNATIONS (FUTURE CONDITION)				A, C, D
TAXIWAY WIDTH	25'	25'	30'	
TAXIWAY EDGE SAFETY MARGIN (TESM)	5'	5'	7.5'	
TAXIWAY SHOULDER WIDTH	10'	10'	15'	
TAXIWAY/TAXILANE CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE w/ 180 DEGREE TURN	70'	109'	152'	

SOURCE: FAA AC 150/5300-13A, CHANGE 1, AIRPORT DESIGN.

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
[Symbol]	[Symbol]	BUILDING
[Symbol]	[Symbol]	TREE/POLE/BUILDING/TOWER ELEVATION
[Symbol]	[Symbol]	MED INTENSITY RUNWAY EDGE LIGHT
[Symbol]	[Symbol]	MED INTENSITY RUNWAY THRESHOLD LIGHT
[Symbol]	[Symbol]	REL
[Symbol]	[Symbol]	MED INTENSITY TAXIWAY LIGHT
[Symbol]	[Symbol]	PAPI/VASI
[Symbol]	[Symbol]	GUIDANCE SIGN
[Symbol]	[Symbol]	WINDCONE
[Symbol]	[Symbol]	AWOS/BEACON
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT
[Symbol]	[Symbol]	AIRCRAFT TIE DOWN
[Symbol]	[Symbol]	OBSTRUCTION LIGHTS/ODALS

EXISTING MONUMENTS

STATION 27	STATION 27 N 38° 14' 54.24" W 086° 57' 05.11" ELEV. = 527.3'
STATION 21 AZ MK	STATION 21 AZ MK N 38° 14' 55.65" W 086° 57' 44.77" ELEV. = 511.6'
STATION 21	STATION 21 N 38° 14' 51.30" W 086° 57' 05.12" ELEV. = 528.1'
STATION RM 27	STATION RM 27 N 38° 14' 50.13" W 086° 57' 04.76" ELEV. = 528.1'

NOTE: BENCHMARK INFORMATION PROVIDED FROM WOOLPERT SURVEY INFORMATION DATED OCTOBER 29, 2014.

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
[Linetype]	[Linetype]	AIRPORT PROPERTY LINE
[Linetype]	[Linetype]	RUNWAY/TAXIWAY CENTERLINE
[Linetype]	[Linetype]	CONTOURS
[Linetype]	[Linetype]	PAVEMENT/EDGE OF PAVEMENT
[Linetype]	[Linetype]	FENCE LINE
[Linetype]	[Linetype]	CFR PART 77 SURFACES
[Linetype]	[Linetype]	THRESHOLD SITING APPROACH SURFACES
[Linetype]	[Linetype]	THRESHOLD SITING DEPARTURE SURFACES
[Linetype]	[Linetype]	RUNWAY PROTECTION ZONE
[Linetype]	[Linetype]	RUNWAY SAFETY AREA
[Linetype]	[Linetype]	RUNWAY OBJECT FREE AREA
[Linetype]	[Linetype]	RUNWAY OBSTACLE FREE ZONE
[Linetype]	[Linetype]	TAXIWAY SAFETY AREA
[Linetype]	[Linetype]	TAXIWAY OBJECT FREE AREA
[Linetype]	[Linetype]	TAXILANE OBJECT FREE AREA
[Linetype]	[Linetype]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
[Linetype]	[Linetype]	BUILDING RESTRICTION LINE
[Linetype]	[Linetype]	OBJECT TO BE REMOVED, RELOCATED

LAND INTEREST

[Symbol]	EXISTING AVIATION EASEMENTS
[Symbol]	EXISTING AIRPORT PROPERTY
[Symbol]	FUTURE PROPERTY ACQUISITION - FEE
[Symbol]	FUTURE PROPERTY ACQUISITION - EASEMENT

CONSTRUCTION NOTICE

THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT. ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA AND NOT PRIOR TO CONSTRUCTION BY FILING FAA FORM 7460. REVIEW TAKES APPROXIMATELY 60 DAYS.

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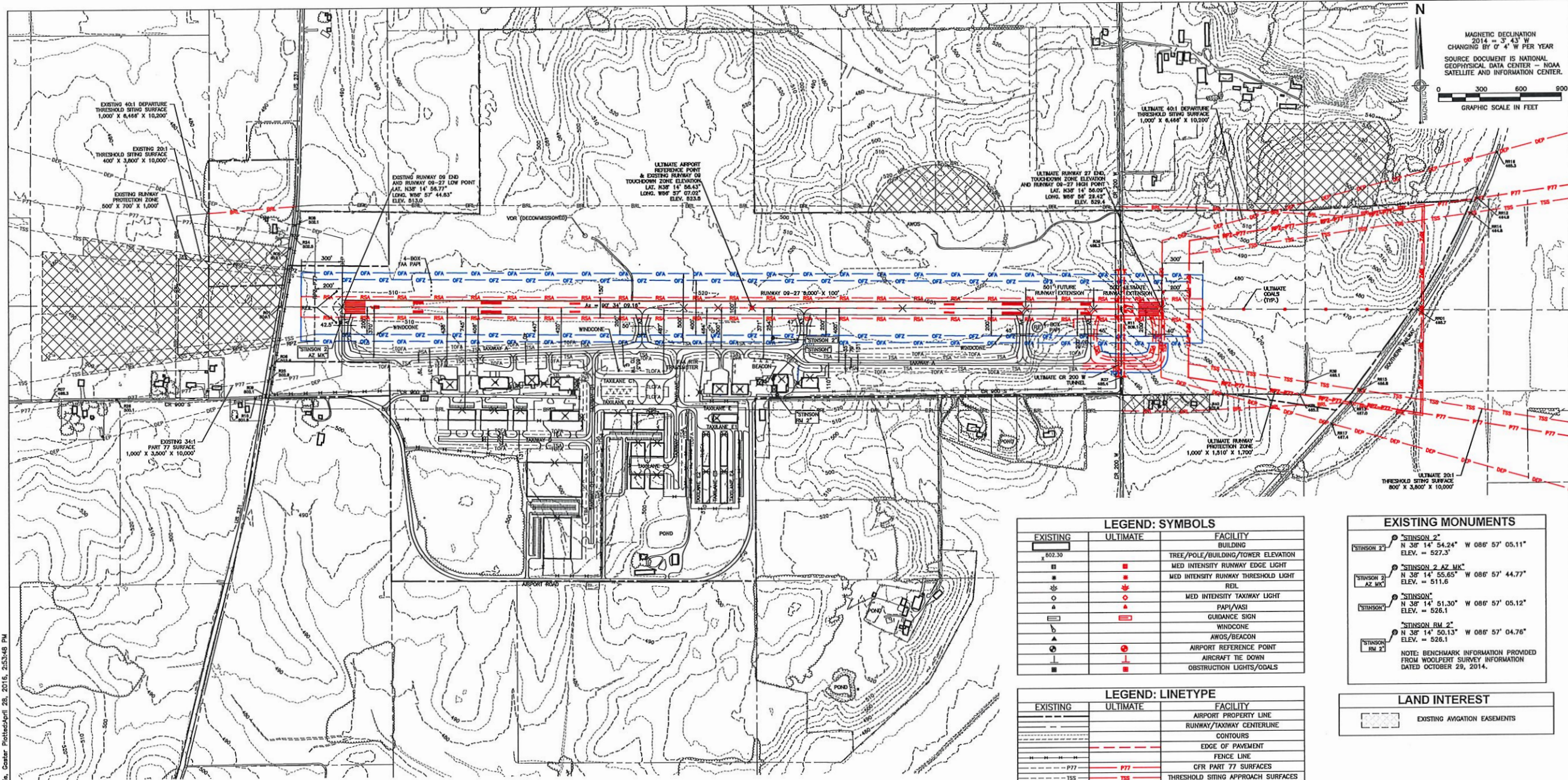
GENERAL NOTES

- ALP REFLECTS AIRPORT DESIGN STANDARDS FOR FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE 1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (DOCP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
- THE PURPOSE OF THIS ALP UPDATE IS TO SHOW THE PRODUCTS APPROVED IN THE 2014 ENVIRONMENTAL ASSESSMENT AND ASSOCIATED FINDING OF NO SIGNIFICANT IMPACT. THE EXISTING, FUTURE, AND ULTIMATE CONDITIONS ARE SHOWN ON SEPARATE SHEETS. AN UNCONDITIONAL APPROVAL IS BEING SOUGHT FOR THE "FUTURE" CONDITION. A "ULTIMATE" CONDITION IS ALSO SHOWN ON A SEPARATE SHEET THAT WOULD RECEIVE A CONDITIONAL APPROVAL BASED ON NECESSARY ENVIRONMENTAL CLEARANCE.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVELER WAY ELEVATIONS AT EXTENDED RUNWAY CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 BARRIAGE SURFACES AND THE AWOS-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 15' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1,000' RADIUS.
- THE AIRPORT DOES NOT CONTAIN PRIMARY (PAC) OR SECONDARY (SAC) SURVEY CONTROLS.
- APPROXIMATE PERIMETER FENCE IS TYPICALLY 4' TALL IN TERMINAL AREA AND 8' ELSEWHERE. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDFIRE REQUIREMENTS.
- ALTHOUGH RUNWAY 08-27 DOES NOT ACHIEVE THE DESIRED FAA 95 PERCENT CROSSWIND COMPONENT, THE AIRPORT AUTHORITY IS NOT PROPOSING A CROSSWIND RUNWAY AT THIS TIME DUE TO SITE LIMITATIONS, ENVIRONMENTAL IMPACT, AND FISCAL CONSIDERATIONS.

AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT PLAN DRAWING (FUTURE CONDITION)
 HUNTINGBURG AIRPORT
 HUNTINGBURG, INDIANA

PROJECT No: 74489
 DATE: 04-26-2015
 AP No: 3-18-0035-14
 HORIZ. SCALE: 1" = 300'
 VERT. SCALE:
 SHEET NO.

Layout Tab Name: 06_Images; Chris Stamp; _GIS plan fig.dwg; Xrefs: HNB parcel lines.dwg; 74489-X.dwg; HNB DBS points.dwg; 74489-estament_batches.dwg; HNB ultimate 2d dfrpases.dwg; 74489-P2.dwg
 Last Saved By: rfrnk, 4/27/2016 9:02:59 AM
 C:\DE\clients\uballs County Airport Authority\74489 AIP Update AIP-14\Cost\CA\74489 SPOE ultimate plan.dwg Plotted By: rfrnk, Costar Plotbook.plt, 28, 2016, 2:53:48 PM



MAGNETIC DECLINATION
 2014 = 3° 43' W
 CHANGING BY 0° 4' W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

GRAPHIC SCALE IN FEET
 0 300 600 900

CERTIFIED BY: [Signature]
 DESIGN ENGINEER
 DATE: [Blank]
 DESIGNED BY: GCF
 DRAWN BY: GCF
 CHECKED BY: MJM
 APPROVED BY: CJS



7638 Interactive Way
 Suite 100
 Indianapolis, IN 46276
 317.293.7500
 FAX: 317.291.9805



No.	DATE	REVISION

AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT PLAN DRAWING (ULTIMATE CONDITION)
 HUNTINGBURG AIRPORT
 HUNTINGBURG, INDIANA

PROJECT No: 74489
 DATE: 04-26-2015
 AIP No: 3-18-0035-14
 HORIZ. SCALE: 1" = 300'
 VERT. SCALE:
 SHEET NO. **6**

- ### GENERAL NOTES
1. AIP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. AIP PREPARED IN ACCORDANCE WITH FAA AIP CHECKLIST (SP 2.0) DATED OCTOBER 1, 2013. REFERENCE AIP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING AIP DATA.
 2. THE PURPOSE OF THIS AIP UPDATE IS TO SHOW THE PROJECTS APPROVED IN THE 2014 ENVIRONMENTAL ASSESSMENT AND ASSOCIATED FINDINGS OF NO SIGNIFICANT IMPACT. AN UNCONDITIONAL APPROVAL IS BEING SOUGHT FOR THE FUTURE CONDITION. AN "ULTIMATE" CONDITION IS ALSO SHOWN THAT WOULD RECEIVE A CONDITIONAL APPROVAL BASED ON NECESSARY ENVIRONMENTAL CLEARANCE.
 3. SEE AIP DATA SHEET FOR REFERENCE TO SUPPORTING AIP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
 4. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. THRESHOLD WAY ELEVATIONS AT EXTENDED RUNWAY CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
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 6. THE AIRPORT DOES NOT CONTAIN PRIMARY (PAC) OR SECONDARY (SAC) SURVEY CONTROLS.
 7. AIRFIELD PERIMETER FENCE IS TYPICALLY 4' TALL IN TERMINAL AREA AND 8' ELSEWHERE. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 8. ALTHOUGH RUNWAY 09-27 DOES NOT ACHIEVE THE DESIRED FAA 85 PERCENT CROSSWIND COMPONENT, THE AIRPORT AUTHORITY IS NOT PROPOSING A CROSSWIND RUNWAY AT THIS TIME DUE TO SITE LIMITATIONS, ENVIRONMENTAL IMPACT, AND FISCAL CONSIDERATIONS.
- (E) - EXISTING CONDITIONS
 (U) - FUTURE CONDITIONS (1-20 YEARS)

LEGEND: SYMBOLS

EXISTING	ULTIMATE	FACILITY
802.30		BUILDING
■	■	TREE/POLE/BUILDING/TOWER ELEVATION
○	○	MED INTENSITY RUNWAY EDGE LIGHT
○	○	MED INTENSITY RUNWAY THRESHOLD LIGHT
○	○	REL
○	○	MED INTENSITY TAXIWAY LIGHT
○	○	PAPI/VASI
○	○	GUIDANCE SIGN
○	○	WINDCONE
○	○	AWOS/BEACON
○	○	AIRPORT REFERENCE POINT
○	○	AIRCRAFT IN DOWN
○	○	OBSTRUCTION LIGHTS/ODALS

LEGEND: LINETYPE

EXISTING	ULTIMATE	FACILITY
---	---	AIRPORT PROPERTY LINE
---	---	RUNWAY/TAXIWAY CENTERLINE
---	---	CONTOURS
---	---	EDGE OF PAVEMENT
---	---	FENCE LINE
---	---	CFR PART 77 SURFACES
---	---	THRESHOLD SITING APPROACH SURFACES
---	---	THRESHOLD SITING DEPARTURE SURFACES
---	---	RUNWAY PROTECTION ZONE
---	---	RUNWAY SAFETY AREA
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY OBSTACLE FREE ZONE
---	---	TAXIWAY SAFETY AREA
---	---	TAXIWAY OBJECT FREE AREA
---	---	TAXIWAY OBSTACLE FREE AREA
---	---	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
---	---	BUILDING RESTRICTION LINE
(R)	(RE)	OBJECT TO BE REMOVED, RELOCATED

EXISTING MONUMENTS

STINSON 2"	N 38° 14' 54.24" W 086° 57' 05.11"	ELEV. = 527.3'
STINSON 2 AZ W/C	N 38° 14' 55.65" W 086° 57' 44.77"	ELEV. = 511.6'
STINSON	N 38° 14' 51.30" W 086° 57' 05.12"	ELEV. = 526.1'
STINSON RM 2"	N 38° 14' 50.13" W 086° 57' 04.76"	ELEV. = 526.1'

NOTE: BENCHMARK INFORMATION PROVIDED FROM WOOLPERT SURVEY INFORMATION DATED OCTOBER 29, 2014.

LAND INTEREST

---	---	EXISTING AVIATION EASEMENTS
-----	-----	-----------------------------

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RESERVED FOR FAA APPROVAL STAMP



Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



February 26, 2020

Jason DuPont, P.E.
Lochmueller Group
6200 Vogel Road
Evansville, Indiana 47715

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Preliminary alternative screening and invitation to the Agency Partner meeting and tour for
the Mid-States Corridor Tier 1 Environmental Impact Statement (Des. No. 1801941; DHPA
No. 24215)

Dear Mr. DuPont:

Pursuant to the National Environmental Policy Act of 1969 (“NEPA”; 42 U.S.C. § 4321 *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, Indiana Code 14-21-1, and 312 Indiana Administrative Code 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed your February 11, 2020 email for the aforementioned Mid-States Corridor project.

Regarding the March 3, 2020 Agency Partner meeting, we plan to attend remotely. Regarding the March 4, 2020 tour of the project study area, we do not plan to attend at this time. Following the agency tour, will there be minutes, or a recap sent to parties unavailable to attend?

As a reminder, our office requires hard copy submissions for all projects.

At this time, there are too many alternatives and broadly-drawn corridors to enable the Indiana SHPO staff to comment meaningfully on possible impacts on archaeological or above-ground properties that are listed in or likely eligible for inclusion in the National Register of Historic Places. We will await reports on those kinds of resources before expressing opinions on the significance of, and impacts on, specific properties.

However, as previously indicated, our comments during this NEPA review process will be offered largely from a Section 106 or an Indiana state historic preservation and archaeology law perspective. In some cases, when we comment under Section 106 or state law our comments will stand as our NEPA comments, as well, so that we can avoid repeating our comments solely for NEPA purposes.

The Indiana SHPO staff archaeological reviewer for this project is Wade T. Tharp, and the structures reviewers are Danielle Kauffmann and John Carr. **In any e-mail correspondence regarding this project, please copy all three reviewers.** However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence regarding the Mid-States Corridor Tier 1 Environmental Impact Study in southern Indiana (Des. No. 1801941), please refer to DHPA No. 24215.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:JLC:dmc

- emc: Michelle Allen, FHWA
- Anuradha Kumar, INDOT
- Shaun Miller, INDOT
- Patrick Carpenter, INDOT
- Susan Branigin, INDOT
- Shirley Clark, INDOT
- Jason DuPont, P.E., Lochmueller Group
- Chad Costa, Lochmueller Group
- Gary Quigg, Lochmueller Group
- Beth K. McCord, INDNR-DHPA
- Chad Slider, INDNR-DHPA
- John Carr, INDNR-DHPA
- Danielle Kauffmann, INDNR-DHPA
- Wade T. Tharp, INDNR-DHPA

From: [Paduani, Michelle - FS](#)
To: [Yeager, Rusty](#); [Amick, Kevin R -FS](#)
Cc: [DuPont, Jason](#); [Grovak, Michael](#); [Goffinet, David](#); [Townsend, Daniel](#); [Bartletti, Joe](#); [Bonds, Cinda](#); [Cole, Linda S - FS](#); [Wilson, Donovan M -FS](#)
Subject: RE: Hoosier National Forest property boundary GIS data request
Date: Wednesday, March 11, 2020 11:25:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Alternative o with forest lands.pdf](#)
[Management Area Guidance.docx](#)
[BasicOwnership_Clip.CPG](#)
[BasicOwnership_Clip.dbf](#)
[BasicOwnership_Clip.prj](#)
[BasicOwnership_Clip.sbn](#)
[BasicOwnership_Clip.sbx](#)
[BasicOwnership_Clip.shp](#)
[BasicOwnership_Clip.shp.xml](#)
[BasicOwnership_Clip.shx](#)
[HOF_AdminBoundary.CPG](#)
[HOF_AdminBoundary.dbf](#)
[HOF_AdminBoundary.prj](#)
[HOF_AdminBoundary.sbn](#)
[HOF_AdminBoundary.sbx](#)
[HOF_AdminBoundary.shp](#)
[HOF_AdminBoundary.shp.xml](#)
[HOF_AdminBoundary.shx](#)
[ManagementAreas_Clip.CPG](#)
[ManagementAreas_Clip.dbf](#)
[ManagementAreas_Clip.prj](#)
[ManagementAreas_Clip.sbn](#)
[ManagementAreas_Clip.sbx](#)
[ManagementAreas_Clip.shp](#)
[ManagementAreas_Clip.shp.xml](#)
[ManagementAreas_Clip.shx](#)

Hi Rusty,

Sorry this took so long, I've been out at meetings almost every day. I hope this is what you are asking for and if not, please let me know and I'll get the GIS program to assist. I also have attached a map and a description of our management areas to give you all a heads up of what each management area direction is currently working with our forest plan. If you need anything, let me know.

Thanks,



Michelle Paduani
Hoosier National Forest District Ranger

Forest Service
Hoosier National Forest,
Tell City and Brownstown Ranger Districts

p: 812-547-9232

c: 812-276-8587

f: 812-547-6144

mcihelle.paduani@usda.gov

248 15th Street
Tell City, IN 47586

www.fs.fed.us



Caring for the land and serving people

From: Yeager, Rusty <RYeager@lochgroup.com>
Sent: Wednesday, March 4, 2020 3:29 PM
To: Paduani, Michelle - FS <michelle.paduani@usda.gov>
Cc: DuPont, Jason <JDuPont@lochgroup.com>; Grovak, Michael <MGrovak@lochgroup.com>; Goffinet, David <DGoffinet@lochgroup.com>; Townsend, Daniel <DTownsend@lochgroup.com>; Bartletti, Joe <JBartletti@lochgroup.com>; Bonds, Cinda <CBonds@lochgroup.com>
Subject: Hoosier National Forest property boundary GIS data request

Ms. Paduani,

As follow-up to the Mid-States agency meeting at Jasper yesterday, we would like for the U.S. Forest Service to provide us with the most current GIS coverage of the Hoosier National Forest boundaries for the purposes of continuing alternative analysis for the Mid-States project. It is my understanding that this would include fee simple properties owned by the Service, as well as, private land holdings within the proclamation boundary of the HNF. If you have any questions concerning this request, please let us know. Thanks for taking the time to have a brief discussion about this request after the meeting yesterday.

Rusty Yeager

Senior Field Biologist - Senior Associate

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

812.759.4163 (direct) | 812.499.1433 (mobile)

RYeager@lochgroup.com

<http://lochgroup.com>

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INDIANA LANDMARKS

Central Regional Office

1201 Central Avenue, Indianapolis, IN 46202

317 639 4534 / 800 450 4534 / www.indianalandmarks.org

March 17, 2020

Jason DuPont, PE
Director of Environmental Services
Lochmueller Group

Sent to Jason DuPont via email, jdupont@lochgroup.com on March 17, 2020.

RE: Mid-States Corridor – Tier 1 Environmental Impact Study, Monroe County, Indiana

Dear Mr. DuPont:

Thank you for the opportunity to comment on the above undertaking. Indiana Landmarks agrees to be a consulting party for this project. We are interested in learning more about the project as time progresses.

We have reviewed the Tier 1 Environmental Impact Study for the Mid-States Corridor, published February 2020 by Lochmueller Group. We offer the follow comments regarding the Mid-States Corridor Alternatives M/N/O in Monroe County along State Route 37 and Interstate 69.

We are aware that there are surveyed historic/cultural resources located within/near the project boundaries/Area of Potential Effects (APE), and express concern that the Mid-States Corridor may have a great adverse effect on these resources. One such resource, a “notable” rated property in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) is the Stipp-Bender House, County Survey Site ID: 105-115-45144. We believe that this house is a likely candidate for inclusion in the National Register of Historic Places. We look forward to knowing how this project will seek ways to avoid, minimize, or mitigate adverse effects on this and other historic/cultural resources.

We appreciate your consideration and will look forward to remaining involved in this project.

Sincerely,

Joshua Biggs
Community Preservation Specialist



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

REPLY TO THE ATTENTION OF:

March 18, 2020

RM-19J

Michelle Allen
Project Manager
Federal Highway Administration-Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204
michelle.allen@dot.gov

Kyanna Moon
Project Manager
Indiana Department of Transportation – Vincennes District
3650 South U.S. 41
Vincennes, Indiana 47591
kmoon1@indot.in.gov

Re: Screening of Alternatives Report for Mid-States Corridor Tier 1 Environmental Impact Study (version February 2020)

Dear Ms. Allen and Ms. Moon:

The U.S. Environmental Protection Agency – Region 5 (EPA) reviewed the above referenced alternatives screening report (Report) prepared by the Mid-States Corridor Project Consultant (Lochmueller Group) for the Indiana Department of Transportation (INDOT) and Mid-States Regional Development Authority (MRDA). The Report identifies ten (10) alternatives the project proponents recommended be carried forward for detailed study in the Federal Highway Administration (FHWA) Tier 1 Draft Environmental Impact Statement (Tier 1 DEIS). EPA comments are provided pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's NEPA Implementing Regulations at 40 CFR 1500-1508.

Northwest Family (Alternative corridors routed west northwest of existing north/south US 231, connect to I-69 near Washington.)

- Alternative B2 (expressway)
- Alternative C1 (freeway)
- Alternative C2 (expressway)

The Report states Alternative C can connect to either an eastern or western bypass of Huntingburg and Jasper. This will be further evaluated during detailed analysis to ensure that the most optimal route for Alternative C is analyzed.

North Central Family (Alternative corridors routed near/parallel to existing north/south US 231, connect to I-69 near Crane.)

- Alternative P1 (freeway)
- Alternative P2 (expressway)
- Alternative P3 (Super-2)

The Report states Alternative P is recommended to be carried forward with both eastern and western bypass options at Loogootee. This provides opportunities to minimize aquatic and forest impacts.

Recommendation: EPA recommends that all P Alternatives carried forward for detailed study also include a western bypass option around Jasper and Huntingburg. Currently, all P alternatives have an eastern bypass of Jasper and Huntingburg. Based on our observations during the March 4, 2020 field tour, the areas on the east side of Jasper and Huntingburg appear to have significantly more floodplain, riparian forest, and wetlands impacts than areas on the west side of Jasper and Huntingburg.

Northeast Family (Alternative corridors routed east northeast of existing north/south US 231, connect to Indiana 37 at Mitchell or Bedford, continue north on Indiana 37 to connect to I-69 south of Bloomington.)

- Alternative M (Super-2 facility type)
- Alternative M (Expressway facility type)
- Alternative M (Freeway facility type)
- Alternative O (Expressway facility type)

Report Table 3-3: The Northeast Family alternatives currently identified for detailed analysis have impacts, in part, to forest (between approximately 1,000 and 2,000 acres), streams (between 14 and 17.6 miles), floodplains (between 602 and 801 acres), and Karst features identified as sinkhole and sinking stream areas (between 152 and 163 acres). As noted by resource agencies during scoping, these resources provide habitat for multiple federal and state-listed species.

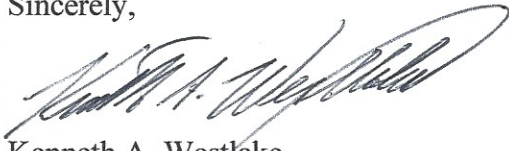
Recommendations:

- Given the significant amount of resource impacts currently identified in Table 3-3 and the quality of the resources EPA observed during the field tour, EPA does not support carrying any of the Northeast Family alternatives forward for detailed analysis in the Tier 1 DEIS.

- However, if FHWA/INDOT decide to carry forward any of the Northeast Family Alternatives for detailed analysis in the Tier 1 DEIS, EPA recommends alternative routes include both a western and eastern bypass option around Jasper and Huntingburg. As stated previously, based on our observations during the field tour, the areas on the east side of Jasper and Huntingburg appear to have potential for significantly more floodplain, riparian forest, and wetlands impacts than areas on the west side of Jasper and Huntingburg.

EPA appreciates the opportunity to review and comment on the information in the Screening of Alternatives Report. If you have any questions regarding our comments, please contact Virginia Laszewski, lead NEPA Reviewer for this project by phone: 312/886-7501 or by email: laszewski.virginia@epa.gov.

Sincerely,



Kenneth A. Westlake
Deputy Director, Tribal and Multi-media Programs Office
Office of Regional Administrator

cc (email): Jason A. DuPont, PE, JDupont@lochgroup.com
Deborah Snyder, US Army Corps of Engineers,
Deborah.D.Snyder@usace.army.mil
Robin McWilliams, US Fish and Wildlife Service, Robin_McWilliams@fws.gov
Michelle Paduani, District Ranger, Hoosier National Forest,
michellepaduani@fs.fed.us
Matt Buffington, Indiana Department of Natural Resources,
MBuffington@dnr.IN.gov
Randy Braun, Indiana Department of Environmental Management,
RBRAUN@idem.in.gov



INDIANA LANDMARKS

Southern Regional Office

911 State Street, New Albany, IN 47150

812 284 4534 / 800 450 4534 / www.indianalandmarks.org

March 20, 2020

Jason Dupont, Director of Environmental Services
Mid-States Corridor
Vincennes University, Jasper Campus
Administration Building, Room 216
850 College Avenue
Jasper, IN 47546

Dear Mr. Dupont:

The Southern Regional Office of Indiana Landmarks appreciates the opportunity to provide comment on the screening of alternatives report for the Mid-States Corridor.

We look forward to participating as a consulting party on this project. However, we are unable at this time to provide a ranking of the potential corridors or other significant comment, given the scale of the project and the lack of detail about the possible routes. It is our expectation that the agencies initiating the project would be responsible for having an initial investigation of historic resources potentially impacted for the various corridors based on available inventory data provided by IN-DHPA's SHAARD database and published county surveys. Once this information is made available, Indiana Landmarks would be able to provide meaningful comment in its capacity as a consulting party.

Please do not hesitate to contact this office should you have any questions or require any additional information. We look forward to receiving additional information about the project and working with you on a more meaningful consultation process.

Sincerely,

Gregory A. Sekula, AICP

Director, Southern Regional Office

United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

March 23, 2020

Mr. Jason Dupont
Lochmueller Group, Inc.
6200 Vogel Road
Evansville, Indiana 47715

Dear Mr. Dupont:

These comments have been prepared in accordance with Section 7 of the Endangered Species Act of 1973, as amended. Our comments are consistent with the intent of the National Environmental Policy Act of 1969 and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Service has recently reviewed the Tier 1 Environmental Impact Study - Screening of Alternatives Report (Screening Report) for the Mid-States Corridor Project. We also were able to take part in the agency meeting on March 3rd as well as participate in the March 4th auto tour of the project area to see first-hand many of the alignment variations and options. The project begins along existing US 231 in Spencer County at Rockport, IN and continues north to eventually connect to I-69 via several proposed alignments.

The Screening Report initially screened twenty-eight preliminary alternatives on ten routes. From there, ten preliminary alternatives on five routes were developed and those routes have been carried forward for detailed study.

The routes were grouped into three geographic families: Northwest, North Central, and Northeast. Cost, performance, and impacts were used to screen among alternatives within the same family. Facility types considered included freeway, expressway, and Super-2.

The Screening Report has recommended the following alternatives for further analysis in the Tier 1 Draft Environmental Impact Statement (DEIS):

Northwest:

- Alternative B (Expressway only)
- Alternative C (Expressway and Freeway)

Northcentral:

- Alternative P (Expressway, Freeway, and Super 2)

Northeast:

Alternative M (Expressway, Freeway, and Super 2)

Alternative O (Expressway only)

According to the information presented in the Screening Report, the Northwest Family has the fewest forest, stream, floodplain and karst impacts. This alternative also is likely to be the least expensive to construct (per comments made at the agency meeting). Conversely, the Northeast Family of alternatives appears to have the highest number of environmental impacts and be the most expensive. Impacts to forests are estimated to be between 1,369 and 1,998 acres, wetlands between 35 and 50 acres, and acres of karst features from 152 to 482. In addition, stream impacts are expected to be between 74,335 and 104,523 linear feet and floodplain impacts between 175 and 464 acres. Some of these amounts are over three times the impacts of the Northwest Family.

Due to the significantly higher amount of impacts from construction of the Northeast alternatives, the Service recommends that those routes (M and O) be eliminated from further consideration. The topography, forests and karst resources in this area are unique and support sensitive ecosystems, including federally threatened and endangered species, and should be avoided.

Furthermore, during the auto tour it was obvious that flooding and topography was more significant along the eastern side of the Cities of Huntingburg and Jasper. We recommend that each alternative that moves forward include an analysis of a western bypass around these two cities.

Threatened and Endangered Species

One of the key resources evaluated in the Screening Report for the preliminary alternatives is threatened and endangered species. The Service has been coordinating with the Federal Highway Administration (FHWA) in Indiana, as well as with the Indiana Department of Transportation (INDOT) on federally listed species within the project area. The following comments pertain to Section 2.4.9 of the Screening Report.

The Service provided a species list for the project area, including specific information on each species, in our letter to Jason Dupont of Lochmueller Group dated September 10, 2019; that list is still valid and is accurately reflected in the Screening Report. In addition to currently listed species, there are several local species that are in varying stages of the Endangered Species Act listing process. The Service has developed a National Listing Workplan¹ to help address the potential listing of these and other species over the next five years. The following species, (including the year they are to be evaluated), are included in the National Listing Workplan and may potentially be found within the project area:

Round hickorynut (*Obovaria subrotunda*), Fiscal Year 2020

¹ A species' inclusion in this workplan does not mean it is going to be listed as endangered or threatened under the ESA. That determination would be made following a rigorous scientific assessment of the species status. See <https://www.fws.gov/endangered/what-we-do/listing-workplan.html>

Salamander mussel (*Simjpsonaias ambigua*), Fiscal Year 2022
Little brown bat (*Myotis lucifugus*), Fiscal Year 2023
Tri-colored bat (*Perimyotis subflavus*), Fiscal Year 2021

The Screening Report indicates that the tubercled blossom mussel, a federally endangered species, occurs in the project area (page 28). The Service does not consider the tubercled blossom mussel to be extant in Indiana and does not include it on our state species list. The State of Indiana has also removed it from their list. In addition, on page 29, the report mentions the copperbelly watersnake (*Nerodia erythrogaster neglecta*) as being a federally listed species in the area; however, only the northern population (found in three counties in northeast Indiana) is federally listed.

Lake sturgeon (*Acipenser fulvescens*) is a rare species known to occur in the project area. It is listed as Endangered by the State of Indiana. The Lake sturgeon population found in the East Fork of the White River is the last reproducing population of the Ohio River strain known to exist within the Ohio River Watershed. Although it is not currently on the National Listing Workplan, on August 14, 2019, the Service released a 90-day finding on a petition to list U.S. populations of lake sturgeon. The Service found that the petition presented substantial scientific or commercial information indicating that the petitioned action may be warranted for the lake sturgeon due to potential threats associated with dams and hydroelectric facilities, dredging and channelization, contaminants, habitat fragmentation, the species' life-history characteristics, and invasive species. The Service is expected to make a 12 month finding on whether or not to list the species as threatened or endangered in the near future.

In summary, due to the significantly higher amount of impacts from construction of the Northeast alternatives to unique and sensitive ecosystems, along with the potential for significantly greater impacts to State and Federal listed species, the Service recommends that routes (M and O) be eliminated from further consideration.

We appreciate the opportunity to coordinate early in the process to help reduce impacts to natural resources and look forward to reviewing additional project details once those are available. If you have any questions or need more information, please feel free to contact Robin McWilliams Munson of my staff at Robin_McWilliams@fws.gov or 812-334-4261 x. 207.

Sincerely,

Scott Pruitt
Field Supervisor

cc (via email):

Kari Carmany-George, FHWA, Indianapolis, IN
Michelle Allen, FHWA, Indianapolis, IN
Kyanna Moon, INDOT, Indianapolis, IN
Virginia Laszewski, EPA, Chicago, IL
Matt Buffington, IDNR, Indianapolis, IN
Deb Snyder, COE, Indianapolis, IN
Michelle Paduani, US Forest Service, Hoosier National Forest, Tell City, IN
Randy Braun, IDEM, Indianapolis, IN

ER-21724-1: Mid-States Corridor; managed lands, significant natural areas, and species documented along route alternatives O and M.

I. The natural community and species below have been documented within the cave systems (from about Bedford to south of Bloomington).

A) NATURAL COMMUNITY: Aquatic Cave

B) ARTHROPODS:

1. Indiana Cave Pseudoscorpion (*Apochthonius indianensis*); state endangered
2. Appalachian Cave Spider (*Porhomma cavernicola*); state endangered
3. Monroe Cave Ground Beetle (*Pseudanophthalmus shilohensis mayfieldensis*); state endangered
4. A Troglotic Crayfish (*Orconectes inermis testii*); state rare
5. Young's Cave Ground Beetle (*Pseudanophthalmus youngi*); state rare
6. Hilly Springtail (*Pseudosinella collina*); state rare
7. Bollman's Cave Millipede (*Conotyla bollmani*); state watchlist
8. Indiana Cave Amphipod (*Crangonyx indianensis*); state watchlist
9. Packard's Cave Amphipod (*Crangonyx packardi*); state watchlist
10. A Springtail (*Onychiurus reluctus*); state watchlist
11. A Troglotic Crayfish (*Orconectes inermis inermis*); state watchlist
12. Marengo Cave Ground Beetle (*Pseudanophthalmus stricticollis*); state watchlist
13. A Springtail (*Sinella alata*); state watchlist

C) TRICLAD: Weingartner's Cave Flatworm (*Sphalloplana weingartneri*); state watchlist

D) SNAIL: Hidden Springs Snail (*Fontigens cryptica*); state endangered

E) BATS:

1. Indiana Bat (*Myotis sodalis*); federal & state endangered
2. Southeastern Bat (*Myotis austroriparius*); state special concern

F) FISH: Hoosier Cavefish (*Amblyopsis hoosieri*); state endangered

II. The additional managed lands, geological features, communities, and species below have been documented within ½ mile of the routes.

A) DNR MANAGED LANDS:

1. Buffalo Pond Managed Area
2. Bedford SR 37 Public Access Site (East Fork White River)
3. Avoca State Fish Hatchery
4. Barnes-Seng (Jasper Marsh) Wetland Conservation Area

B) OTHER MANAGED LANDS:

1. FEDERAL: Hoosier National Forest
2. INDIANA KARST CONSERVANCY: Orangeville Rise of Lost River Nature Preserve
3. HUNTINGBURG PARKS: Huntingburg Municipal Park
4. JASPER PARKS: Armory Park (Jaycee Park)
5. MITCHELL PARKS: Mitchell Community Park
6. BLOOMINGTON PARKS:
 - a. Broadview Park
 - b. Clear Creek Trail
 - c. Bloomington Rail Trail
 - d. Wapehani Mountain Bike Park
7. MONROE COUNTY PARKS: Jackson Creek Park
8. PRIVATE: Wesley Chapel Gulf Conservation Easement (Lost River)

C) GEOLOGICAL FEATURE: Waterfall & Cascade

D) NATURAL COMMUNITIES:

1. Wet-mesic Floodplain Forest
2. Southern Bottomlands Mesic Upland Forest
3. Forested Swamp

E) PLANTS:

1. Virginia willow (*Itea virginica*); state endangered
2. American Frog's-bit (*Limnobium spongia*); state endangered
3. Featherfoil (*Hottonia inflata*); state threatened
4. American Snowbell (*Styrax americanus*); state threatened
5. Carolina Spider-lily (*Hymenocallis occidentalis*); state watchlist
6. Grassleaf Ladies'-tresses (*Spiranthes vernalis*); state watchlist

F) MUSSEL (Clear Creek): Little Spectaclecase (*Villosa lienosa*); state special concern

G) REPTILES & AMPHIBIANS:

1. Western Cottonmouth (*Agkistrodon piscivorus leucostoma*); state endangered
2. Copperbelly Water Snake (*Nerodia erythrogaster neglecta*); state endangered
3. Rough Green Snake (*Opheodrys aestivus*); state special concern
4. Blanchard's Cricket Frog (*Acris blanchardi*); state special concern
5. Common mudpuppy (*Necturus maculosus*); state special concern

H) BIRDS:

1. Loggerhead Shrike (*Lanius ludovicianus*); state endangered
2. Yellow-crowned Night-heron (*Nyctanassa violacea*); state endangered
3. King Rail (*Rallus elegans*); state endangered
4. Barn Owl (*Tyto alba*); state endangered
5. Bald Eagle (*Haliaeetus leucocephalus*); state special concern

I) MAMMALS:

1. Northern Long-eared Bat (*Myotis septentrionalis*); federal & state endangered
2. Little Brown Bat (*Myotis lucifugus*); state endangered
3. Tricolored Bat (*Perimyotis subflavus*); state endangered
4. Eastern Red Bat (*Lasiurus borealis*); state special concern
5. Pygmy Shrew (*Sorex hoyi*); state special concern
6. American Badger (*Taxidea taxus*); state special concern

From: [Blazey, Samuel](#)
To: [DuPont, Jason](#)
Subject: RE: Mid-States Preliminary Alternative Screening Review (DES#1801941)
Date: Friday, April 3, 2020 7:02:35 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Jason,

Comments are still the same regarding karst features as provided back in September.

“Karst features that may be affected by road construction need to be identified and either protected or mitigated. If springs are identified, water quality sampling of the springs would be needed. Work done in areas of karst need to follow the Karst MOU signed by INDOT, IDEM, IDNR, and USFAW.”

Thank you,



Samuel Blazey
Section Chief, Groundwater Section, LPG 2590
Office of Water Quality, Drinking Water Branch
100 N. Senate Ave, IGCN
Indianapolis, IN 46204-2251
(317) 232-8728 • sblazey@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



Coping with COVID-19:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (open 24/7)
- **Anthem NurseLine:** Call 800-337-4770 or visit the Anthem NurseLine online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to ALL state employees and adults in household regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.

From: DuPont, Jason [<mailto:JDuPont@lochgroup.com>]

Sent: Thursday, April 02, 2020 6:17 PM

To: Scott_Pruitt@fws.gov; robin_mcwilliams@fws.gov; rick.neilson@In.usda.gov;
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Cc: seyed <seyed@evansvillempo.com>; Diane Hunter <dhunter@miamination.com>; Thomas, Anne M <Anne_Thomas@nps.gov>; Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>
Subject: RE: Mid-States Preliminary Alternative Screening Review (DES#1801941)

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Dear Agency Partners,

In light of current COVID-19 related work arrangements that could be affecting communications, I wanted to reach out to see if there are any additional comments in regard to the Screening Report and/or the Agency Meeting Summary. As we are starting to move into the detailed analysis phase of the Mid-States Corridor study, we are glad to include additional feedback. Please provide any comments that you have by 4/9/20.

Thanks,
Jason

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

812.759.4129 (direct) | 812.459.4403 (mobile)

JDupont@lochgroup.com

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From: DuPont, Jason

Sent: Monday, March 16, 2020 5:58 PM

To: Scott_Pruitt@fws.gov; Robin McWilliams-Munson (Robin_McWilliams@fws.gov) <Robin_McWilliams@fws.gov>; rick.neilson@ln.usda.gov; Patricia_Trap@nps.gov; hector_santiago@nps.gov; Paul.J.Lehmann@hud.gov; Gregory.A.McKay@usace.army.mil; Deborah D LRL Snyder (Deborah.D.Snyder@usace.army.mil) <Deborah.D.Snyder@usace.army.mil>; westlake.kenneth@epa.gov; Julian Courtade (jcourtade@indot.in.gov) <jcourtade@indot.in.gov>; Cameron Clark - Department of Natural Resources (CClark@dnr.IN.gov) <CClark@dnr.IN.gov>; MBuffington@dnr.IN.gov; bmccord@dnr.in.gov; JCarr@dnr.IN.gov; Wade Tharp - Department of Natural Resources (WTharp1@dnr.IN.gov) <WTharp1@dnr.IN.gov>; rmueller@dnr.in.gov; rretherford@dnr.in.gov; Randy Braun (RBRAUN@idem.IN.gov) <RBRAUN@idem.IN.gov>; James Turner (jturner2@idem.in.gov) <jturner2@idem.in.gov>; mprater@idem.in.gov; bpigott@idem.in.gov; mstuckey@idem.in.gov; pdorsey@idem.in.gov; dlouks@idem.in.gov; lschrowe1@idem.in.gov; tthomps@indiana.edu; llorea@indiana.edu; Eric Washburn (Eric.Washburn@uscg.mil) <Eric.Washburn@uscg.mil>; Michaela_Noble@ios.doi.gov; kamick@fs.fed.us; Shaun Miller (smiller@indot.IN.gov) <smiller@indot.IN.gov>; Michelle B. Allen (michelle.allen@dot.gov) <michelle.allen@dot.gov>; erica.tait@dot.gov; SBlazey@idem.IN.gov; aturnbow@idem.in.gov; Rickie Clark (RCLARK@indot.IN.gov) <RCLARK@indot.IN.gov>; sshokouhzadeh@evansvillempo.com; martipa@bloomington.in.gov; dgautier@dnr.in.gov; bobb.beauchamp@faa.gov; Royer, Brian <BRoyer@dnr.IN.gov>; laszewski.virginia@epa.gov; Paduani, Michelle - FS <michelle.paduani@usda.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Patrick Carpenter (PACarpenter@indot.IN.gov) <pacarpenter@indot.in.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Hilden, Laura <lhilden@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>; Brandon Miller (bramiller1@indot.in.gov) <bramiller1@indot.in.gov>; Crystal Rehder - Indiana Department of Transportation (CREhder@indot.IN.gov) <crehder@indot.in.gov>; Engstrom, Maryssa H <MEngstrom@indot.in.gov>; Bowman, Sandra A <SBowman@indot.IN.gov>; Kyanna Moon - Indiana Department of Transportation (KMoon1@indot.IN.gov) <KMoon1@indot.IN.gov>; Scherzer, Clint <cscherzer@indot.IN.gov>; Brent A. Wendholt <bawendholt@duboiscountyin.org>; Schroeder, Mark <mark.schroeder@germanamerican.com>; Mindy Peterson <mindy@c2strategic.com>; Grovak, Michael <MGrovak@lochgroup.com>; Quigg, Gary <GQuigg@lochgroup.com>; Goffinet, David <DGoffinet@lochgroup.com>; Yeager, Rusty <RYeager@lochgroup.com>; Riehle, Matt <MRiehle@lochgroup.com>; Foertsch, Lucas <LFoertsch@lochgroup.com>; Fleck, Danika <DFleck@lochgroup.com>; Bartletti, Joe <JBartletti@lochgroup.com>; Amick, Kevin R -FS <kevin.amick@usda.gov>

Cc: Shokouhzadeh, Seyed <seyed@evansvillempo.com>; Diane Hunter <dhunter@miamination.com>; Thomas, Anne M <Anne_Thomas@nps.gov>; Matthew Bussler

<Matthew.Bussler@pokagonband-nsn.gov>

Subject: Mid-States Preliminary Alternative Screening Review (DES#1801941)

Dear Agency Partners,

Attached for your review and comment is the draft meeting summary from our coordination meeting regarding the Mid-States Preliminary Alternative Screening Report. Please review and let us know if you have any questions or edits to include by March 30th. We will finalize the summary after that date.

Thanks,
Jason

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

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From: [Snyder, Deborah D CIV USARMY CELRL \(USA\)](#)
To: [Jason DuPont](#); [Scott_Pruitt@fws.gov](#); [Robin McWilliams-Munson \(Robin_McWilliams@fws.gov\)](#); [rick.neilson@In.usda.gov](#); [Patricia_Trap@nps.gov](#); [hector_santiago@nps.gov](#); [Paul.J.Lehmann@hud.gov](#); [westlake.kenneth@epa.gov](#); [Julian Courtade \(jcourtade@indot.in.gov\)](#); [Cameron Clark - Department of Natural Resources \(CClark@dnr.IN.gov\)](#); [MBufferington@dnr.IN.gov](#); [bmccord@dnr.in.gov](#); [JCarr@dnr.IN.gov](#); [Wade Tharp - Department of Natural Resources \(WTharp1@dnr.IN.gov\)](#); [rmueller@dnr.in.gov](#); [rretherford@dnr.in.gov](#); [Randy Braun \(RBRAUN@idem.IN.gov\)](#); [James Turner \(jturner2@idem.in.gov\)](#); [mprater@idem.in.gov](#); [bpirott@idem.in.gov](#); [mstuckey@idem.in.gov](#); [pdorsey@idem.in.gov](#); [dlouks@idem.in.gov](#); [lschrowe1@idem.in.gov](#); [tthomps@indiana.edu](#); [lflorea@indiana.edu](#); [Eric Washburn](#); [Michaela_Noble@ios.doi.gov](#); [kamick@fs.fed.us](#); [Shaun Miller \(smiller@indot.IN.gov\)](#); [Michelle B. Allen \(michelle.allen@dot.gov\)](#); [erica.tait@dot.gov](#); [SBlazey@idem.IN.gov](#); [aturnbow@idem.in.gov](#); [Rickie Clark \(RCLARK@indot.IN.gov\)](#); [sshokouhzadeh@evansvillempo.com](#); [martipa@bloomington.in.gov](#); [dgautier@dnr.in.gov](#); [bobb.beauchamp@faa.gov](#); [Royer, Brian](#); [laszewski.virginia@epa.gov](#); [Paduani, Michelle - FS](#); [Carmany-George, Karstin \(FHWA\)](#); [Patrick Carpenter \(PACarpenter@indot.IN.gov\)](#); [Kumar, Anuradha](#); [Hilden, Laura](#); [Bales, Ronald](#); [Brandon Miller \(bramiller1@indot.in.gov\)](#); [Crystal Rehder - Indiana Department of Transportation \(CRehder@indot.IN.gov\)](#); [Engstrom, Maryssa H](#); [Bowman, Sandra A](#); [Moon, Kyanna](#); "Scherzer, Clint"; [Brent A. Wendholt](#); [Mark A. Schroeder \(mark.schroeder@germanamerican.com\)](#); [Mindy Peterson](#); [Michael Grovak](#); [Gary Quiag](#); [David Goffinet](#); [Rusty Yeager](#); [Matt Riehle](#); [Lucas Foertsch](#); [Danika Fleck](#); [Joe Bartletti](#); [Amick, Kevin R -FS](#)
Cc: [Shokouhzadeh, Seyed](#); [Miami Tribe of Oklahoma](#); [Thomas, Anne M](#); [Matthew Bussler](#)
Subject: RE: Mid-States Preliminary Alternative Screening Review (DES#1801941)
Date: Wednesday, April 15, 2020 09:34:50

Robin McWilliams pointed out that my e-mail from yesterday instructed the recipient to contact her. Below is the revised e-mail with the correct contact information.

Sorry for any confusion.

Thanks,
Deb

This is in regard to the Screening Report and Agency Meeting for the proposed Mid-States Corridor project in Greene, Daviess, Lawrence, Martin, Pike, Dubois, Orange, Spencer, and/or Perry counties, Indiana (Des. No. 1801941). INDOT proposes to provide an improved transportation link between the US 231/Natcher Bridge over the Ohio River in Spencer County and I-69 in Pike, Greene, or Martin County or between the US 231 bridge in Spencer County and SR 37 in Orange or Lawrence County. The assigned Corps ID number is LRL-2020-296.

For the initial screening, INDOT considered twenty-eight preliminary alternatives on ten routes. Ten of these preliminary alternatives on five routes were carried forward for detailed study. The proposed project would be comprised of three sections, Section 1 would consist of upgrades on US 231 between the bridge over the Ohio River and I64, Section 2 would consist one of three potential routes between I64 and north of Jasper (including upgrades on US 231 and two new terrain alternative routes that would bypass Jasper), and Section 3 would connect Section 2 to either I69 or SR 37. Section 3 had alternatives including upgrading US 231, new terrain routes to the northwest, and new terrain routes to the northeast.

INDOT grouped potential routes for Sections 2 and 3 into three geographic families: Northwest, North Central, Northeast. Cost, performance, and impacts were used to screen among alternatives within same the family. Facility types considered were freeway, expressway, and Super-2. The Corps has reviewed the submitted information relative to Section 404 of the Clean Water Act (CWA).

In order to comply with the Section 404(b)(1) guidelines, INDOT would need to propose the least environmentally damaging practicable alternative (LEDPA) and avoid and minimize impacts to "waters of the United States" to the greatest extent possible. Based on the information presented in the Screening Report and during the Agency Meeting, the Northeast alternatives would have more impact to streams and wetlands than the Northwest and North Central alternatives. In addition, the Northeast alternatives would have more impacts to forests, floodplain, and karst features. At this point in the project analysis process, it would appear that the Northeast alternatives would not be the LEDPA.

Thank you for involving the Corps of Engineers early in the project planning process. If you have questions or comments, you can contact me by e-mail or by phone. Please refer to the assigned Corps ID number LRL-2020-296

ook forward to reviewing additional project details once those are available. If you have any questions or need more information, please feel free to contact me.

Deborah Duda Snyder
Project Manager
U.S. Army Corps of Engineers, Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
Phone: (317) 543-9424

From: [Patrick Martin](#)
To: [Jason DuPont](#)
Cc: [Ryan Clemens](#)
Subject: Re: Mid-States Preliminary Alternative Screening Review (DES#1801941)
Date: Wednesday, April 15, 2020 8:16:04 AM

Good Morning Jason,

Thank you for the March 16th meeting summary.

For the record, I agree with the detailed comments provided by Deborah Snyder regarding the potential environmental impacts of the various study alignment corridors and their potential impacts on streams, wetlands, forested areas, and other naturally occurring habitat areas.

Thanks,

Pat Martin

On Mon, Mar 16, 2020 at 6:58 PM DuPont, Jason <JDuPont@lochgroup.com> wrote:

Dear Agency Partners,

Attached for your review and comment is the draft meeting summary from our coordination meeting regarding the Mid-States Preliminary Alternative Screening Report. Please review and let us know if you have any questions or edits to include by March 30th. We will finalize the summary after that date.

Thanks,

Jason

Jason DuPont, PE

Director of Environmental Services - Principal

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--

Patrick P. Martin | Senior Transportation Planner
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From: Beauchamp, Bobb (FAA) <Bobb.Beauchamp@faa.gov>

Sent: Friday, April 17, 2020 12:44 PM

To: Jason DuPont <JDupont@lochgroup.com>

Subject: RE: Mid-States Preliminary Alternative Screening Review (DES#1801941)

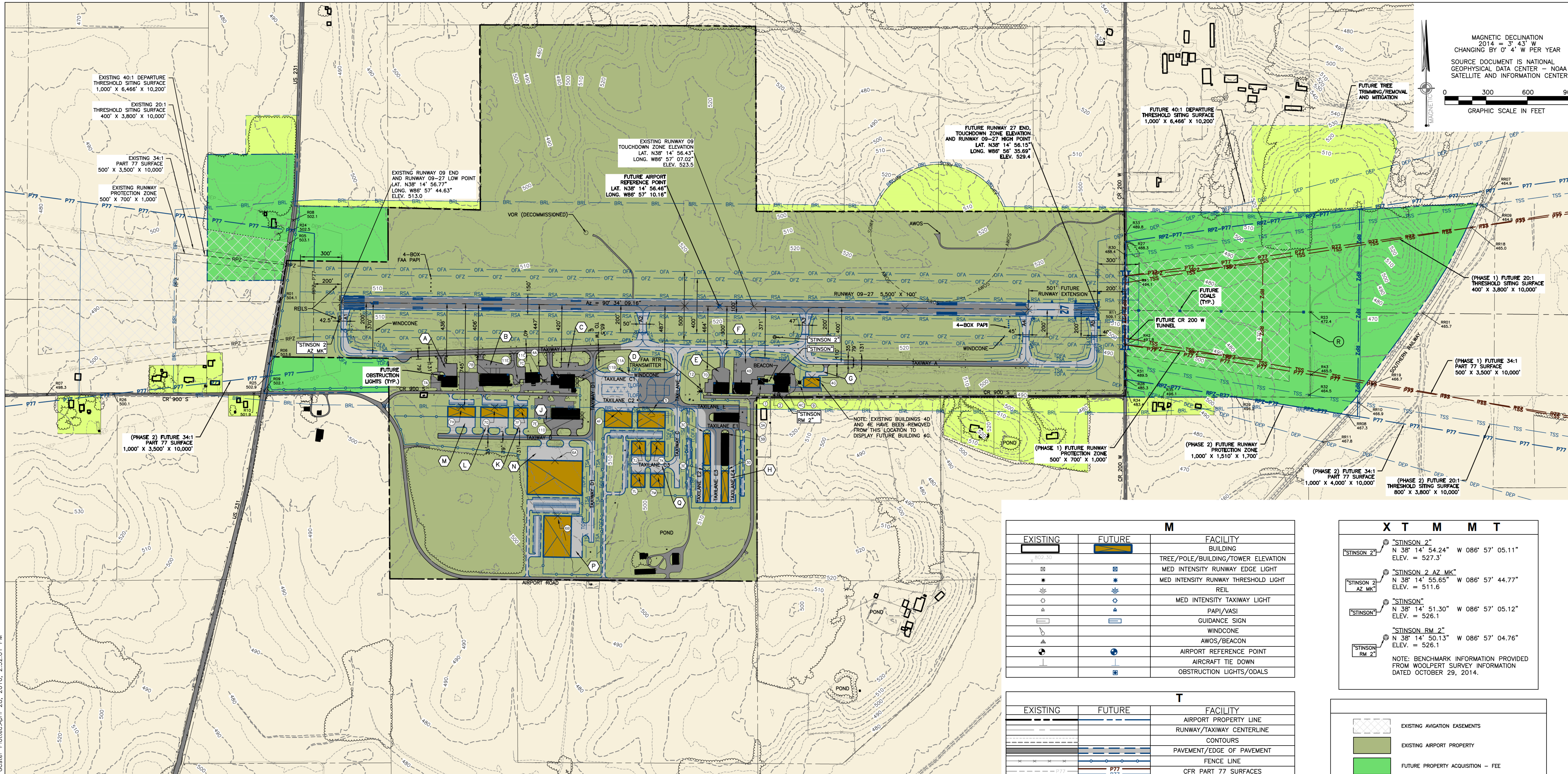
FAA's concerns are limited to the area around the Huntingburg (HNB) airport. HNB has on file with the FAA planned expansion of their only runway (Runway 9-27, or RWY 9-27). RWY 9-27 is currently 5,500' long, with a planned future expansion of 501', and a planned ultimate expansion of an additional 500'. This would place the ultimate RWY 9-27 at 6,500' long.

FAA's concern relates to the proposed location of corridor M/P/O for the proposed Mid-States expansion. While the corridor appears to be outside the planned future and ultimate expansion for HNB, it appears much of the proposed corridor would overlap with the Runway Protection Zone (RPZ). The RPZ is an imaginary surface that FAA encourages control over, with the purpose being the safety of people in aircraft and on the ground. FAA is concerned with, among other things, development that create concentrations of people in or through a RPZ, including roads open to the public.

I've attached .pdf sheets depicting the future and ultimate expansions at HNB that include the RPZ areas for both developments. While it's unclear whether the future expansion RPZ would overlap with the M/P/O corridor, the future expansion RPZ extends up to and slightly beyond the Southern potential future conflict with the planned expansion of the Huntingburg Airport.

HNB is already constrained in terms of runway expansion by the presence of US 231 on the west. This existing road, in addition to presenting a barrier to expanding RWY 9-27 to the west, also creates pressure to relocate the runway to remove US 231 from the RPZ. If the Mid States road is located too close to RWY 9-27 on the east, HNB could be completely restrained in terms of expansion options, and may be unable to respond to changing aviation demand.

Layout Tab Name: 05; Images: Chris Stamp.jpg; ...C:\S\plan_s\fig; ...Xrefs: HNB parcel lines.dwg; 74489-ALP Update AP-14; Cadd\C07\4489; S105; future_plan.dwg; Plotted: April 28, 2016; 2:52:01 PM
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MAGNETIC DECLINATION
2014 = 3° 43' W
CHANGING BY 0° 4' W PER YEAR

SOURCE DOCUMENT IS NATIONAL
GEOPHYSICAL DATA CENTER - NOAA
SATELLITE AND INFORMATION CENTER.

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GRAPHIC SCALE IN FEET

DESIGN ENGINEER
WOLPERT
No. 10101231
STATE OF MISSOURI

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PAVEMENT AREAS		
AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
A	APRON	1,645
B	APRON	4,240
C	APRON	4,843
D	APRON, PARKING TIE-DOWN	7,513
E	APRON	2,604
F	APRON, PARKING TIE-DOWN	7,984
G	HANGAR ENTRANCES	711
H	HANGAR TAXILANES	6,729
J	APRON	2,675
FUTURE PAVEMENT AREAS		
D	APRON, PARKING TIE-DOWN	17,173
H	HANGAR TAXILANES	15,523
K	APRON	1,092
L	APRON	2,147
M	APRON	2,146
N	APRON	4,967
P	APRON	2,679

(A) PAVEMENT AREA SYMBOLS

DESIGN STANDARDS BASED ON AIRPLANE DESIGN GROUP (ADG)

TAXIWAY AND TAXILANE DESIGN CRITERIA

CRITERIA	I	II
TAXIWAY/TAXILANE DESIGNATIONS (FUTURE CONDITION)	E	A, C, D
TAXIWAY SAFETY AREA (TSA) WIDTH	49'	73'
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	89'	131'
TAXILANE OBJECT FREE AREA (TOFA) WIDTH	79'	115'
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	70'	105'
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	44.5'	65.5'
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	64'	97'
TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT	39.5'	57.5'
TAXIWAY WING TIP CLEARANCE	20'	26'
TAXILANE WING TIP CLEARANCE	15'	18'
RUNWAY TO TAXIWAY CENTERLINE	250'	300'
RUNWAY CENTERLINE TO HOLDLINE	250'	250'
RUNWAY CENTERLINE TO PARKING AREA	400'	400'

SOURCE: FAA AC 150/5300-13A, CHANGE 1, AIRPORT DESIGN.

DESIGN STANDARDS BASED ON TAXIWAY DESIGN GROUP (TDG)

TAXIWAY AND TAXILANE DESIGN CRITERIA

CRITERIA	1A	1B	2
TAXIWAY/TAXILANE DESIGNATIONS (FUTURE CONDITION)	E	A, C, D	
TAXIWAY WIDTH	25'	25'	35'
TAXIWAY EDGE SAFETY MARGIN (TESM)	5'	5'	7.5'
TAXIWAY SHOULDER WIDTH	10'	10'	15'
TAXIWAY/TAXILANE CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE w/ 180 DEGREE TURN	70'	105'	162'

SOURCE: FAA AC 150/5300-13A, CHANGE 1, AIRPORT DESIGN.

TERMINAL STRUCTURE TABLE

BLDG #	FUNCTION
EXISTING BUILDINGS AND STRUCTURES	
1	TERMINAL BUILDING
2	MANAGER'S OFFICE
3A	THANGAR
3B	THANGAR
4A	COMMUNITY HANGAR
4B	COMMUNITY HANGAR
4C	COMMUNITY HANGAR
4D	COMMUNITY HANGAR (TO BE REMOVED IN FUTURE)
4E	COMMUNITY HANGAR (TO BE REMOVED IN FUTURE)
7A	CORPORATE HANGAR
7B	CORPORATE HANGAR
7C	CORPORATE HANGAR
7D	CORPORATE HANGAR
7E	CORPORATE HANGAR
9	ELECTRICAL VAULT BUILDING
11A	12,000 GAL. FUEL STORAGE (100 LL)
11B	12,000 GAL. FUEL STORAGE (1ET A)
11C	15,000 GAL. FUEL STORAGE (UNDERGROUND) (LET A)
11D	15,000 GAL. FUEL STORAGE (LET A)
11E	FUEL PUMP
12	FAA RTR SHELTER
FUTURE BUILDINGS AND STRUCTURES	
3C	THANGAR
3D	THANGAR
3E	THANGAR
3F	THANGAR
4G	COMMUNITY HANGAR
4G	SRE BUILDING
5	TERMINAL BUILDING
6A	CONVENTIONAL HANGAR
6B	CONVENTIONAL HANGAR
7F	CORPORATE HANGAR
7G	CORPORATE HANGAR
7M	CORPORATE HANGAR
7J	CORPORATE HANGAR
7K	CORPORATE HANGAR
7L	CORPORATE HANGAR
7M	CORPORATE HANGAR

M

EXISTING	FUTURE	FACILITY
⊗	⊗	BUILDING
⊗	⊗	TREE/POLE/BUILDING/TOWER ELEVATION
⊗	⊗	MED INTENSITY RUNWAY EDGE LIGHT
⊗	⊗	MED INTENSITY RUNWAY THRESHOLD LIGHT
⊗	⊗	REIL
⊗	⊗	MED INTENSITY TAXIWAY LIGHT
⊗	⊗	PAPI/VASI
⊗	⊗	GUIDANCE SIGN
⊗	⊗	WINDCONE
⊗	⊗	AWOS/BEACON
⊗	⊗	AIRPORT REFERENCE POINT
⊗	⊗	AIRCRAFT TIE DOWN
⊗	⊗	OBSTRUCTION LIGHTS/ODALS

T

EXISTING	FUTURE	FACILITY
---	---	AIRPORT PROPERTY LINE
---	---	RUNWAY/TAXIWAY CENTERLINE
---	---	CONTOURS
---	---	PAVEMENT/EDGE OF PAVEMENT
---	---	FENCE LINE
---	---	CFR PART 77 SURFACES
---	---	THRESHOLD SITING APPROACH SURFACES
---	---	THRESHOLD SITING DEPARTURE SURFACES
---	---	RUNWAY PROTECTION ZONE
---	---	RUNWAY SAFETY AREA
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY OBSTACLE FREE ZONE
---	---	TAXIWAY SAFETY AREA
---	---	TAXIWAY OBJECT FREE AREA
---	---	TAXILANE OBJECT FREE AREA
---	---	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
---	---	BUILDING RESTRICTION LINE
---	---	OBJECT TO BE REMOVED, RELOCATED

X T M M T

STINSON 2	N 38° 14' 54.24" W 086° 57' 05.11" ELEV. = 527.3'
STINSON 2 AZ MK	N 38° 14' 55.65" W 086° 57' 44.77" ELEV. = 511.6'
STINSON	N 38° 14' 51.30" W 086° 57' 05.12" ELEV. = 526.1'
STINSON RM 2	N 38° 14' 50.13" W 086° 57' 04.76" ELEV. = 526.1'

NOTE: BENCHMARK INFORMATION PROVIDED FROM WOOLPERT SURVEY INFORMATION DATED OCTOBER 29, 2014.

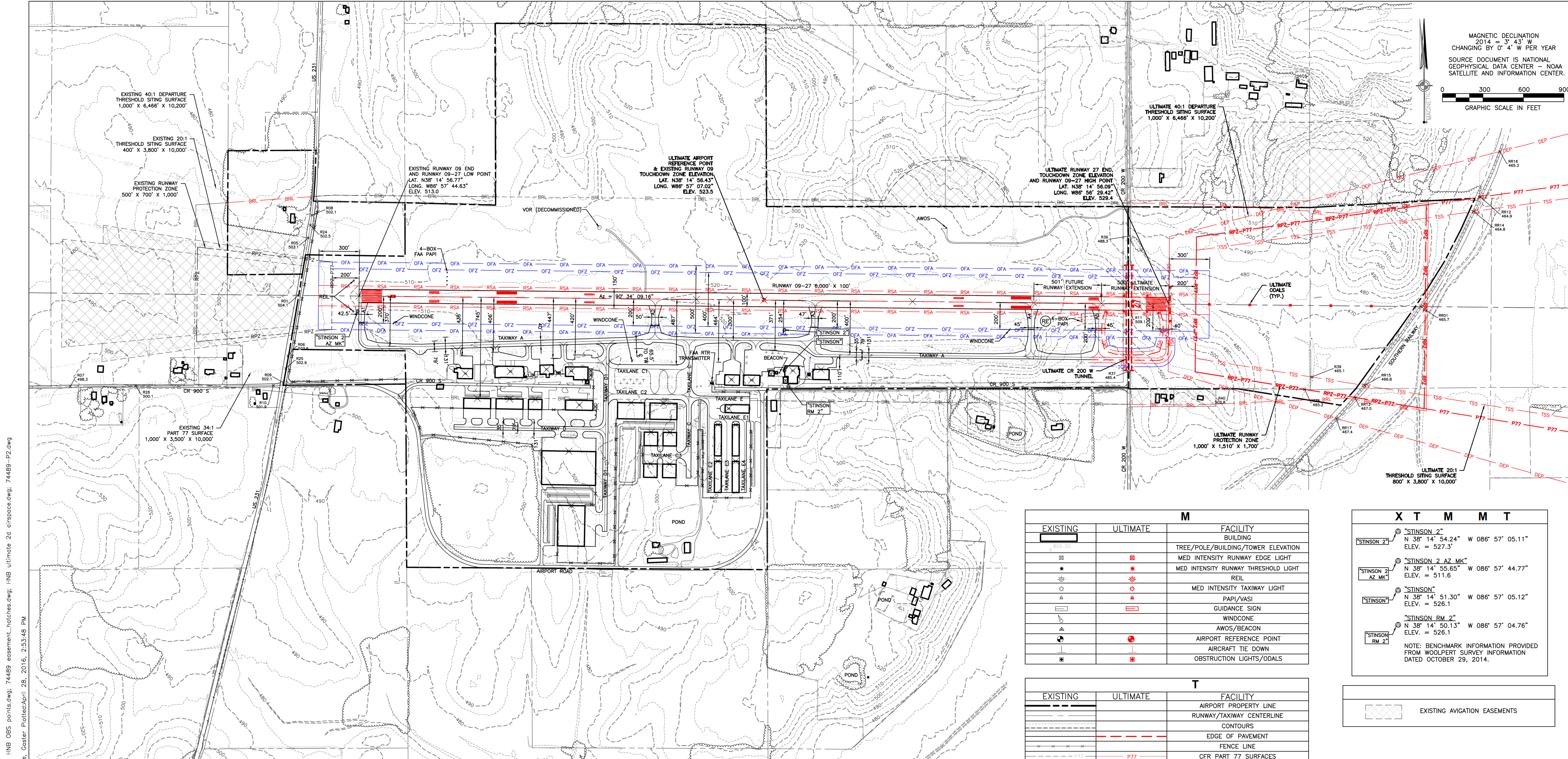
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FAA 7460 NOTICE REQUIREMENT

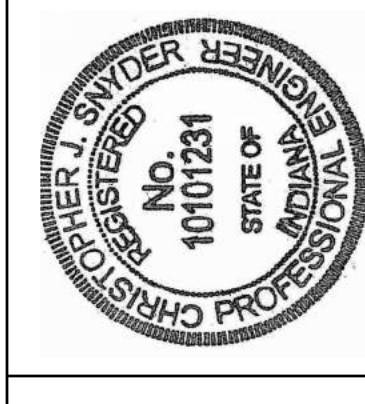
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- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1, ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
- THE PURPOSE OF THIS ALP UPDATE IS TO SHOW THE PROJECTS APPROVED IN THE 2014 ENVIRONMENTAL ASSESSMENT AND ASSOCIATED "FINDING OF NO SIGNIFICANT IMPACT", THE EXISTING, FUTURE, AND ULTIMATE CONDITIONS ARE SHOWN ON SEPARATE SHEETS. AN UNCONDITIONAL APPROVAL IS BEING SOUGHT FOR THE "FUTURE" CONDITION. AN "ULTIMATE" CONDITION IS ALSO SHOWN ON A SEPARATE SHEET THAT WOULD RECEIVE A CONDITIONAL APPROVAL BASED ON NECESSARY ENVIRONMENTAL CLEARANCE.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVELWAY ELEVATIONS AT EXTENDED RUNWAY CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE AWOS-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADII OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADII.
- THE AIRPORT DOES NOT CONTAIN PRIMARY (PAC) OR SECONDARY (SAC) SURVEY CONTROLS.
- AIRFIELD PERIMETER FENCE IS TYPICALLY 4' TALL IN TERMINAL AREA AND 8' ELSEWHERE. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
- ALTHOUGH RUNWAY 09-27 DOES NOT ACHIEVE THE DESIRED FAA 95 PERCENT CROSSWIND COMPONENT, THE AIRPORT AUTHORITY IS NOT PROPOSING A CROSSWIND RUNWAY AT THIS TIME DUE TO SITE LIMITATIONS, ENVIRONMENTAL IMPACT, AND FISCAL CONSIDERATIONS.



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2014 = 3° 43' W
CHANGING BY 0° 4' W PER YEAR
SOURCE DOCUMENT IS NATIONAL
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SATELLITE AND INFORMATION CENTER.
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GRAPHIC SCALE IN FEET

CERTIFIED BY: [Signature]
DESIGN ENGINEER
DATE



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WOOLPERT
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 6. THE AIRPORT DOES NOT CONTAIN PRIMARY (PAC) OR SECONDARY (SAC) SURVEY CONTROLS.
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- (E) - EXISTING CONDITIONS
(F) - FUTURE CONDITIONS (1-20 YEARS)

EXISTING	ULTIMATE	M	FACILITY
[Symbol]	[Symbol]	[Symbol]	BUILDING
[Symbol]	[Symbol]	[Symbol]	TREE/POLE/BUILDING/TOWER ELEVATION
[Symbol]	[Symbol]	[Symbol]	MED INTENSITY RUNWAY EDGE LIGHT
[Symbol]	[Symbol]	[Symbol]	MED INTENSITY RUNWAY THRESHOLD LIGHT
[Symbol]	[Symbol]	[Symbol]	RAIL
[Symbol]	[Symbol]	[Symbol]	MED INTENSITY TAXIWAY LIGHT
[Symbol]	[Symbol]	[Symbol]	PAPI/VASI
[Symbol]	[Symbol]	[Symbol]	GUIDANCE SIGN
[Symbol]	[Symbol]	[Symbol]	WINDCONE
[Symbol]	[Symbol]	[Symbol]	AWOS/BEACON
[Symbol]	[Symbol]	[Symbol]	AIRPORT REFERENCE POINT
[Symbol]	[Symbol]	[Symbol]	AIRCRAFT TIE DOWN
[Symbol]	[Symbol]	[Symbol]	OBSTRUCTION LIGHTS/ODALS

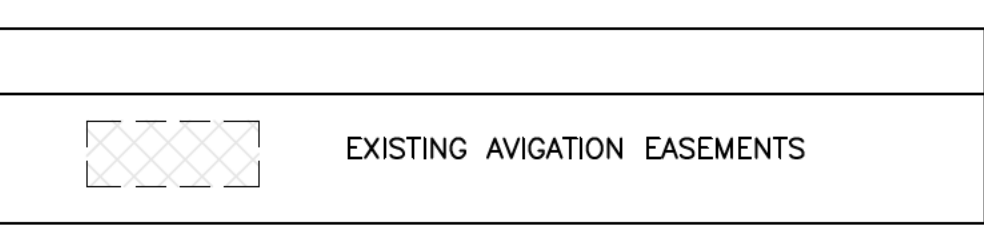
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[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]

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EXISTING	ULTIMATE	T	FACILITY
[Symbol]	[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	[Symbol]	RUNWAY/TAXIWAY CENTERLINE
[Symbol]	[Symbol]	[Symbol]	CONTOURS
[Symbol]	[Symbol]	[Symbol]	EDGE OF PAVEMENT
[Symbol]	[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	[Symbol]	CFR PART 77 SURFACES
[Symbol]	[Symbol]	[Symbol]	THRESHOLD SITING APPROACH SURFACES
[Symbol]	[Symbol]	[Symbol]	THRESHOLD SITING DEPARTURE SURFACES
[Symbol]	[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBSTACLE FREE ZONE
[Symbol]	[Symbol]	[Symbol]	TAXIWAY SAFETY AREA
[Symbol]	[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA
[Symbol]	[Symbol]	[Symbol]	TAXIWAY OBSTACLE FREE AREA
[Symbol]	[Symbol]	[Symbol]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
[Symbol]	[Symbol]	[Symbol]	BUILDING RESTRICTION LINE
[Symbol]	[Symbol]	[Symbol]	OBJECT TO BE REMOVED, RELOCATED

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 Last Saved By: fire, 4/27/2016 9:02:59 AM
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74489
04-26-2015
3-18-0035-14
1" = 300'
SHEET NO. **6**



MEETING SUMMARY

Date of Meeting: March 3, 2020 **Re:** Mid-States Agency Meeting – Screening of Alternatives

Location: VUJC CTIM Building, Room 210 **Issue Date:** March 16, 2020

Submitted By: Lochmueller Group

In Attendance:

In Person: Kyanna Moon (INDOT), Clint Scherzer (INDOT), Michelle Allen (FHWA), Kari Carmany-George (FHWA), Robin McWilliams Munson (USFWS), Michelle Paduani (USDA Hoosier National Forest), Todd Thompson (IGWS), Chris Dintaman (IGWS), Virginia Laszewski (US EPA Region 5, NEPA), Ken Westlake (US EPA Region 5, NEPA), Daniel Gautier (IDNR/Fish & Wildlife), Matt Buffington (IDNR/Fish & Wildlife), Crystal Rehder (INDOT-ESD), Maryssa Engstrom (INDOT-ESD), Mark Schroeder (RDA), Mindy Peterson (C2 Strategic), Jason DuPont (Lochmueller Group), David Goffinet (Lochmueller Group), Michael Grovak (Lochmueller Group), Rusty Yeager (Lochmueller Group), Gary Quigg (Lochmueller Group), Danika Fleck (Lochmueller Group)

Remotely: Ron Bales (INDOT), Shaun Miller (INDOT), Patrick Carpenter (INDOT), Brandon Miller (INDOT), Anuradha Kumar (INDOT), Scott Pruitt (USFWS), Michael Litwin (USFWS), Sandra Bowman (INDOT), Kelyn Alexander (INDOT), Deb Snyder (US Army Corp of Engineers), Lynette Schrowe (IDEM/Land Quality), Samuel Blazey (IDEM/Water Quality), Erica Tait (FHWA), Jay Turner (IDEM/Water Quality), Danielle Kauffmann (DNR/DHPA), Wade Tharp (DNR/DHPA), John Carr (DNR/DHPA), Beth McCord (DNR/DHPA), Bobb Beauchamp (FAA), Matthew Bussler (Pokagon Tribal HPO), Diane Hunter (Miami Tribe), Lucas Foertsch (Lochmueller Group). In addition, two unidentified persons participated remotely, calling in from 765-722-0012 and 317-543-9450.

ITEMS DISCUSSED:

Jason DuPont (JD) requested the attendees to give their names and agency/company for the meeting record.



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JD began the meeting with a presentation of the Screening of Alternatives.

Screening of Alternatives Overview

Project Milestones

- Milestone 1: Project goals (Purpose and Need) and potential route concepts (Preliminary Alternatives) Fall 2019
- Milestone 2: Screening of Alternatives based on Purpose and Need, costs, and impacts - We are here
- Milestone 3: Draft Environmental Impact Statement (DEIS) including a detailed analysis of alternatives, and an identification of a single preferred alternative (corridor) with a facility type in Fall 2020
- Milestone 4: Final EIS and Record of Decision (ROD) which address public and agency comments on the DEIS with selection of a an approved corridor in mid-2021

Screening Alternative Process

Twenty-eight preliminary alternatives on ten routes were initially screened. Ten preliminary alternatives on five routes have been carried forward for detailed study.

Routes were grouped into three geographic families: Northwest, North Central, Northeast. Cost, performance, and impacts were used to screen among alternatives within same the family. Facility types considered were freeway, expressway, and Super-2.

Purpose & Need Assessment

Performance against P&N (benefits)

Provide an improved transportation link between the US 231/Natcher Bridge and I-69 which:

- Improves regional connectivity for businesses in Dubois County and southern Indiana;
- Improves regional traffic safety in southern Indiana;
- Supports economic development in southern Indiana; and
- Improves connections to major multi-modal locations from southern Indiana.

Benefit Assessments

Access to Major Business Markets

- Travel time reduction
- Labor force access

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Truck/Freight Travel in Southern Indiana

- Truck vehicle hours traveled

Crash Reductions

Access to Major Air and Rail Intermodal Facilities

2045 Daily Forecasted Traffic

Impact Assessment

Impacts to both natural resources and the community considered

- Natural environmental impacts
- Residential impacts
- Business impacts
- Managed lands impacts
- Cultural resources impacts

Natural Resource Assessments

Acres of new R/W

Forest Impacts

Stream Impacts

Wetland acres – ponds and others

Floodplain impacts

Agriculture impacts

Endangered species

Sinkhole and sinking stream areas

Community Resource Assessments

Residential property acreage

Commercial/Industrial property acreage

Residential parcels

Commercial/Industrial parcels

Historic sites

Historic districts

Managed lands

Comparative Cost Assessment

Preliminary Construction costs only

Generalized on a per mile basis

Based on terrain, location and facility type

Used known costs from similarly constructed facilities

Total project length

- Miles of existing roads (no improvements)
- Miles upgraded existing roads
- New terrain road

Cost Quintile Approach

- \$ to \$\$\$\$\$

- Question: Was right-of-way included in construction cost? JD responded that it was not included. This and other additional costs would be evaluated in the DEIS.

Northwest Alternatives Carried Forward

Alt. B (expressway only) carried forward

Alt. C (freeway and expressway) carried forward

All super-2 facility types discarded

- Underperform against expressways
- Similar cost to expressways

Alt. A (all facility types) discarded

- Similar in cost and impacts to Alts. B & C
- Attract significantly less traffic than Alts. B & C
- Only performance advantage – truck VHT savings

Alt. B (freeway) discarded

- Lower performance on project goals than Alt. C

North Central Alternatives Carried Forward

Alt. P (all 3 facility types) carried forward

Incremental trade-offs in performance, cost and impacts; suggests more detailed analysis of each facility type

Alt. R (Super-2) discarded

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- Freeway and expressway not considered due to excessive impacts in urban areas
- Much poorer performance than all other alternatives
- Much higher community resource impacts
- Much higher cost than other super-2 facilities

Alt. K (all facility types) discarded

- Lack of performance advantage over other alternatives
- Much higher wetlands impact

Alt. G (all facility types) discarded

- Poor performance on project goals compared to Alt. P
- Comparable resource impacts to Alt. P

Question: Possibility of different facility types for different portions of corridors? JD stated as we get into DEIS that maybe a possibility with greater detail in analysis. Evaluations will compare section by section. Michael Grovak (MG) added that these are most likely to be considered in evaluating the Refined Preferred Alternative between the DEIS and FEIS/ROD.

Northeast Alternatives Carried Forward

Alt. M (all 3 facility types) carried forward

Alt. O (expressway only) carried forward

Alt. N (all facility types) discarded

- Highest level of impacts, especially natural resources
- Performs lower on meeting goals than Alts. M and O
- No cost advantage over Alts. M and O

Alt. O (super 2 and freeway) discarded

- Lower level of performance than Alt. M
- Attracts lower level of traffic than Alt. M
- Higher level of karst impacts (key resource in region) than Alt. M

Summary of Alternatives Carried Forward

Alt. B (expressway only)

Alt. C (freeway and expressway)

Alt. M (super-2, expressway and freeway)

Alt. O (expressway only)

Alt. P (super-2, expressway and freeway)

Next Steps

Refining alternatives

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- Environmental resource impact considerations
- Engineering refinement
 - Working alignment considerations

TREDIS Model Analysis

Engage Key Stakeholders

- Regional Issues Involvement Teams (Southcentral, Northwest, Northcentral, Northeast), two additional rounds
- Expert Land Use Panel meetings – April 2020
- *Ad Hoc* stakeholder meetings, as needed
- Working alignment meetings, as needed

General Public

- Public hearings – fall 2020
- Single Preferred Alternative Corridor

Questions and Answers

- Can maps showing where new terrain will be used on each alternative route be provided? JD clarified that all alternatives include new terrain sections, but all routes use the existing US 231 from the southern limit to I-64. Routes M and O use SR 37 from Bedford and Mitchell respectively north to connect to I-69 at Bloomington. JD also pointed out that Route P coincides with US 231 in Martin County to the north which is in the study band and will be considered as we look at further engineering refinements.
- Will there be any changes to the existing SR 37? JD stated that from Mitchell north no major changes will occur with the expressway or Super-2 options, but some changes may occur with access planning. Freeway options would require upgrades on SR 37 to provide access at interchanges.
- Would US 231 from Ohio River to I-64 stay the same facility type? JD stated that no changes would be expected for expressway or Super-2 facility type alternatives. However, freeway options would require upgrades to make all access at interchanges for full access control eliminating at-grade intersections.
- What are some examples of incremental tradeoffs for each facility type? MG gave the example of Alternative P. Freight hours saved range from 8,400 for Super-2 to 13,200 for expressway and 20,400 for freeway.
- What would significant travel time savings be? JD responded that the significance of savings would be related to the individual trip and will vary between the origin/destination pairs included for evaluation. These savings are generally on the order of minutes and for some origin/destination pairs there is no savings for some alternatives. This model will take into account that these savings will be applied to all applicable trips in the 12-county area. MG added that some pairs include over a half

hour reduction per round trip for a single vehicle such as for Crane to Rockport. He also described that we will be evaluating increased reliability of travel time in the DEIS.

- Are the performance measure results statistically different? JD noted that this would have to be evaluated for each specific measure of performance as well as other criteria and that some may not be statistically different. MG added that this is a matter of judgment – a difference in travel time has to be significant for it to be meaningful. JD and MG discussed the consideration that purpose and need performance measures require more judgment to define significance vs cost and impacts.
- Who is on the expert land use panel? JD stated that local economic development officials, other city/county officials, and realtors are on the expert land use panel. David Goffinet (DG) stated that individuals who have knowledge of the regions proximate to each route will be included.
- When will you coordinate with land managers of forest? JD stated that requests for coordination are being initiated now and we will be in touch with results.
- Given that a road addressing all 5 bullet points (project goals) cannot be built, how will the goals be assessed against each other? JD stated that the reason for the performance measures is to evaluate each of the criteria. There are trade-offs which will be evaluated relative to all the goals/performance measures.
- How will the project goals associated with the purpose and need statement be ranked? How does travel time savings compare to safety? What is “the” problem? JD clarified that core goals are identified within the purpose and need statement which will be prioritized but the goals will not be otherwise ranked. It was also noted that there are some competing interests when considering all the goals and that these will be considered in the overall evaluation of performance. MG added that making the best possible judgment will entail evaluating all goals since there are multiple needs to be addressed.
- Where are the problems throughout 12 counties and how can they all be addressed with one corridor? What about specific location improvements? JD identified that the goal of improved north-south connectivity is a key element that goes beyond specific locations. That is why we are using the travel demand model to evaluate overall improvements including multiple performance measures. There are competing interests and we are looking at all of them to see how alternatives compare to each other. However, even with the project there may be key intersections that still need improvement which would require separate discrete projects.
- Kyana Moon (KM) added that there are spot improvements planned throughout the state which are a part of the overall INDOT program and are continually evaluated and updated as a part of INDOT’s statewide transportation improvement plan. JD stated that these would be part of the no-build alternative. MG clarified that added capacity projects are reflected in the model comparisons.

- Do you have overall costs for each alternative? JD stated that comparative costs have been developed for construction costs at the screening level. These include earthwork, pavement, bridges, and drainage. Soft costs such as right of way planning effort, relocation costs, utilities, etc. are not available. These will be provided in the EIS.
- Is any one alternative more expensive than another? JD stated that this depends in part on their lengths. MG added that Northwest family alternatives have the lowest cost, North Central alternatives have mid-range cost, and the Northeast alternatives are the most expensive. The highest cost would be a freeway in the Northeast Family.
- Is local commerce included within the analysis? JD stated that the regional model incorporates that, but it is not the driving force. DG stated that the Regional Issues Teams discuss local access and are providing desired local access points.
- Will cultural and archaeological resources be considered? JD stated that archaeological record checks will be used in Tier 1. Tier 2 efforts will add field work. We are developing a programmatic agreement for the project to govern Tier 2 analyses.
- How do the various benefits and costs compare and how will they be weighted? How will cost of resources vs. travel time savings be weighted? Crash ratings do not appear all that different. It is hard to compare benefits and costs when the tables are on different pages. JD stated that the performance factors would not be weighted beyond the core goals and that all impacts will be considered in the comparisons of alternatives. While additional measures and impacts will be included at the next level of detail, additional summaries will be included.
- Why do origin/destination pairs extend to areas outside of the project area? JD stated that the destinations include major destinations for movement of freight and people outside of the area, including the intermodal facilities for freight. Additionally, there are several origin/destination pairs that represent comparative end points for various alternatives.
- Are any major manufacturers in the study area using the intermodal facilities at Indy and Rockport? JD discussed that freight movement to these facilities is a key factor which was identified in our interviews completed in support of the Purpose and Need Statement and that most of those facilities are outside of the study area. There will be added detail in DEIS which will likely be included in appendix documents. Air freight movement was identified as a high priority. MG added that the economic analysis that will be completed with the TREDIS model for the DEIS will further evaluate this aspect relative to freight movement and provide more detail.
- Will there be special analysis of NE corridor within Hoosier National Forest? JD stated that potential property impacts on managed lands such as HNF will receive specific evaluation, including Section 4(f) review. In addition, environmental coordination with the Forest Service regarding their NEPA requirements has been identified as an issue to

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be addressed and coordination will be conducted if a northeastern alternative is selected..

- Will cumulative impacts be evaluated? JD stated that cumulative impacts will be evaluated in the DEIS.
- Has anything been heard from the Tribes and Amish? JD stated that tribes are on this call, and have responded to the consulting party invitation. We are in contact with the Amish as well. Amish were asking questions at the public meetings.
- Are there any minority populations that will be addressed? JD stated no minority/concentrated population meetings have yet been determined. The project team is aware of minority populations in the study area from an initial review but impacts to that community are not anticipated. Completion of the formal EJ community evaluation process will be completed, and additional outreach may be completed based on those results.
- Have impacts been compared to previous DEIS impact estimates in the area? JD stated that there has not been a comparison completed and that while there would not be a direct comparison available, comparison on what has been identified as Section 2 in the Mid-States study could generally be compared.
- How have previous DEIS documents in the project area been used? JD stated that the studies have been evaluated for potential alignment planning and other previous studies have been used for identification of route concepts.
- Will Tier 2 be sectioned like I-69? JD stated that we will identify sections of independent utility as the project moves on to Tier 2. These could be advanced independently from one another depending on future planning.

JD mentioned meeting for the tour on Wednesday would be in the foyer of the building at 8am and drop off would be at same location. JD concluded the meeting. A meeting summary including a list of attendees will be prepared and circulated for your review.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Event Plan – Mid-States Corridor Agency Tour

MEETING TIME, DATE & LOCATION

Meet at Vincennes University Jasper Campus CTIM Building at 8:00 eastern on Wednesday, March 4th

AGENCY TOUR ROUTE

Proceed from project office on south half of Section 2 eastern route, to Section 2 western route, to northwest "C" route, to Loogootee, then to northeast "M" route to Bedford, south to Mitchell to follow "O" route to Jasper area to finish Section 2 eastern route area with a number of key stops along the way.

Key Stops

- Huntingburg Lake
- East Fork of White River bridge crossing at Haysville
- Dogwood Lake (Glendale Fish and Wildlife Area)
- East Fork of White River in Williams
- Orangeville Rise
- Buffalo Flats

AGENCY PARTICIPANTS:

- Ken Westlake, USEPA
- Virginia Laszewski, USEPA
- Robin McWilliams-Munson, USFWS
- Michelle Paduani, HNF
- Matt Buffington, IDNR
- Danny Gautier, IDNR
- Jay Turner, IDEM
- Todd Thompson, IGWS
- Lee Florea, IGWS
- Wade Tharp, DHPA
- Michelle Allen, FHWA
- Kari Carmany-George, FHWA
- Brandon Miller, INDOT ES
- Crystal Rehder, INDOT ES
- Maryssa Engstrom, INDOT ES



PROJECT TEAM PARTICIPANTS:

- Kyanna Moon, INDOT
- Clint Scherzer, INDOT
- Brent Wendholt, RDA
- Jason DuPont, Lochmueller
- David Goffinet, Lochmueller
- Michael Grovak, Lochmueller
- Gary Quigg, Lochmueller
- Lucas Foertsch, Lochmueller
- Mindy Peterson, C2

AGENDA (all times approximate)

- 8:00 am** Depart from VUJC
- 8:45 am** Stop #1: Huntingburg Lake
- 9:30 am** Stop #2: EFWR Crossing north of Haysville
- 10:00 am** Stop #3: Dogwood Lake
- 10:20 am** Restroom Break (Montgomery)
- 11:30 am** Stop #4: EFWR at Williams
- 11:55 am** Lunch in Mitchell
- 1:00 pm** Stop #5: Orangeville Rise
- 2:24 pm** Stop #6: Buffalo Flats
- 2:47 pm** Arrive back to VUJC





MID-STATES CORRIDOR

Section 106 Consulting Party Meeting

The first Section 106 Consulting Party Meeting for the Mid-States Corridor project will be held during the last week of April or first week of May. **We are reaching out to you to determine potential dates and times and review our planned agenda.**

Given the ongoing health concern, the meeting will be held only using online technology (LoopUp website) and telephone call-in service for those unable to participate online.

A PowerPoint presentation will be shown for screen sharing, which will follow the proposed meeting agenda below:

- Project Background
- Purpose and Need
- Project Overview and Review of Preliminary Corridors
- Questions and Comments on Preliminary Corridors
- Project Status
- Preliminary Alternative Screening Report
- Cultural Resources Overview
 - Section 106 Overview
 - Consulting Party Involvement
 - Tiered NEPA Approach
 - Cultural Resources Assessment Plan
- Questions and Comments on Potential Effects to Cultural Resources
- Next Steps for Section 106 and Overall Project Schedule
 - Programmatic Agreement
 - Tier 2 Studies

Please advise us of the dates/times you suggest for this meeting during the last week of April or first week of May.

Thank you.



6200 Vogel Road
Evansville, Indiana 47715

PHONE: 812.479.6200 • TOLL FREE: 800.423.7411



MEETING SUMMARY

Date of Meeting: April 27, 2020
2:00pm EDT

Re: Mid States Corridor Tier 1
Section 106 Consulting Party Meeting

Location: Conference Call

Issue Date: July 1, 2020

Submitted By: Gary Quigg

In Attendance:

Anuradha Kumar	INDOT Cultural Resources Office
Shaun Miller	INDOT Cultural Resources Office
Patrick Carpenter	INDOT Cultural Resources Office
Kelyn Alexander	INDOT Cultural Resources Office
Kyanna Moon	INDOT Environmental Services Division
Brandon Miller	INDOT Environmental Services Division
Dan Corbin	INDOT Environmental Services Division
Jason DuPont	Lochmueller Group
David Goffinet	Lochmueller Group
Gary Quigg	Lochmueller Group
Michael Grovak	Lochmueller Group
Chad Costa	Lochmueller Group
Beth McCord	Indiana State Historic Preservation Office
Danielle Kauffmann	Indiana State Historic Preservation Office
John Carr	Indiana State Historic Preservation Office
Michelle Allen	Federal Highway Administration
Kari Carmany-George	Federal Highway Administration
Diane Hunter	Miami Tribe of Oklahoma
Joshua Biggs	Indiana Landmarks, Central Regional Office
Greg Sekula	Indiana Landmarks, Southern Regional Office
Laura Renwick	Indiana Landmarks Southern Regional Office
Candice Croix	Indiana Landmarks Southwest Field Office
Chad Blessinger	Dubois County Commissioner
Jeff Stant	Indiana Forest Alliance
B.J. Elmore	Private Citizen
Luke Baker	Private Citizen
Gretchen Anderson	Private Citizen

ITEMS DISCUSSED:

Purpose

The purpose of the meeting was to provide an overview of the Mid-States Corridor project and a status update, review the preliminary corridors, discuss the preliminary alternative screening report, explain the Tier 1 and Tier 2 National Environmental Policy Act (NEPA) review process, explain Section 106 of the National Historic Preservation Act (NHPA) and its cultural resources review process, introduce the plan for a draft Programmatic Agreement, answer any questions and/or listen to concerns from Consulting Parties regarding the project's effects on cultural resources, and present the next steps for Section 106 and the overall project schedule.

The following subject headings provide an overview of the meeting discussion and are not presented as detailed minutes (wherein each individual speaker's questions or comments would be quoted as a matter of record). Although, in several areas within the Question & Answer section, for clarity, more precise wording from the recording of the meeting has been used for optimal representation. Copies of the audio recording of this meeting are available to Consulting Parties upon request by contacting Lochmueller Group.

Introductions & Project Overview

- Following welcome and introductions, Jason DuPont (Lochmueller Group) provided an overview of the Mid-States Corridor undertaking which included: project background, purpose and need, project goals, preliminary alternatives, project status, explanation of the Screening of Alternatives Report, a brief introduction to the two tier NEPA resources review approach, and information on the facility (highway) types under consideration.

Section 106 & Tiered NEPA Approach Overview

- Gary Quigg (Lochmueller Group) provided an overview of Section 106 of the NHPA, explaining the purpose of this federal law is to assure federal agencies take into account the effects of their undertakings (projects) on historic and archaeological properties. Further, Mr. Quigg explained the Section 106 process is concerned with identifying historic and archaeological properties that are listed, or eligible for listing, in the National Register of Historic Places (NRHP) that may be affected by the Mid-States Corridor project, assessing the affects that may occur to these properties, and seeking ways to avoid, minimize or mitigate any adverse effects on these properties.
- Mr. Quigg continued with an overview of the importance of participation by Consulting Parties in the Section 106 process, explaining what organizations/individuals are usually invited to become Consulting Parties, and the efforts the Mid-States Corridor team has undertaken (December 2019 – March 2020) to invite Consulting Parties to participate in the Section 106 process. Mr. Quigg also noted that three individuals notified

Lochmueller Group of their wish to be participating Consulting Parties just a few hours prior to the beginning of this Consulting Party meeting, which brought the total number of Consulting Parties to 22 as of April 27, 2020.

- Mr. Quigg then explained the two-staged, “tiered” approach for large complex projects such as the Mid-States Corridor. Tier 1 is a “big picture” review of cultural resources wherein a preferred corridor would be selected along with Sections of Independent Utility (SIU) within the preferred corridor. Tier 2 is a more detailed evaluation of cultural resources within the preferred corridor and each SIU. Tier 1 would include a remote, virtual review of the existing State Historical Architectural & Archaeological Resource Database (SHAARD) which includes all previously recorded structures that are 50 years old and older. Mr. Quigg explained the SHAARD map of aboveground structures is available to members of the public to review, but that archaeological resources are available to review by qualified archaeologists and Native American tribal representatives only. In addition to the remote, virtual review using SHAARD the qualified professional historians on the Mid-States Corridor team will be conducting a windshield survey of each corridor alternative as a part of Tier 1 studies. The windshield survey is particularly important not only for verifying the continuing existence and condition of those resources previously identified, but also to identify aboveground structures that have not been previously recorded. Mr. Quigg explained many Indiana counties have aboveground structural survey data that has not been updated for several years, and that structures 50 years old or older may be considered eligible for the NRHP if they meet one or more of the NRHP criteria. Recently, there has been an emphasis on identifying what are known as “Mid-Century” resources such as housing additions from the 1950s/1960s which most people are not aware are considered potential historic resources.
- Mr. Quigg then explained the importance of determining potential “Adverse Effects” from the undertaking on cultural resources and the establishment of a preliminary “Areas of Potential Effects” (APE) for each of the corridor alternatives. An APE extends beyond the project area to include the viewshed to and from the undertaking where visual and audible effects to historic and archaeological resources may occur. An APE will vary in width based on limiting features such as topography, vegetation, or structural density.
- Mr. Quigg stated that a ratings matrix will be prepared for aboveground cultural resources identified during Tier 1 review. This matrix will utilize the existing rating system established by the Indiana Historic Sites & Structure Surveys (IHSSI) which have been completed for all counties in the state. This rating system uses the terms “Contributing,” “Notable,” and “Outstanding” to categorize properties based on their level of significance, wherein Notable and Outstanding resources may be considered potentially eligible for the NRHP. The ratings matrix will include both previously identified resources and those newly identified during the windshield survey.
- Mr. Quigg continued, expressing that the ultimate goals of the Tier 1 cultural resources survey and review is to establish a single preferred alternative corridor and to use the

data obtained and input from Consulting Parties to develop a Programmatic Agreement (PA) which will guide the more detailed Section 106 cultural resources survey during Tier 2 studies.

- Mr. DuPont clarified that determinations of effects to cultural resources will not occur during Tier 1 studies, but rather be limited to Tier 2 studies within the preferred corridor. However, potential impacts to cultural resources will be evaluated during the alternatives analysis process.
- Mr. Quigg then explained the Tier 2 cultural resources survey and review plan, which is more typical of the Section 106 process usually followed. Tier 2 studies focus solely on the preferred corridor established at the end of Tier 1. The Tier 2 study will involve the establishment of SIUs, which may be understood as segments of the preferred corridor. Following the established PA from Tier 1, APEs will be developed for each SIU along the preferred corridor in which NRHP listed and eligible properties will be identified, Historic Property Reports (HPR) for each SIU will be prepared, Effects determinations will be developed for cultural resources in each SIU, and, where necessary, plans for the resolution of adverse effects to historic properties will be completed which will involve mitigation stipulations within Memorandum of Agreement (MOA) documents signed by appropriate parties (INDOT, FHWA, SHPO, etc.).
- Mr. DuPont and Mr. Quigg provided a recap of the Tier 1 process which is presently ongoing, noting the review of the SHAARD database, the identification of preliminary APEs for each of the corridor alternatives, the windshield survey, the development of the ratings matrix for aboveground resources, and the development of a PA to guide Tier 2 cultural resources studies. Further, potential impacts to cultural resources for each of the corridor alternatives will be included within the Draft Environmental Impact Statement (DEIS) which will be completed in the fall of 2020. Mr. Quigg then asked all meeting participants if they had any questions about the Section 106 or two tier NEPA approach processes.

Questions and Answer Period

- Ms. Gretchen Anderson (private citizen) asked whether the identification of properties potentially eligible for the NRHP, and development of MOAs, would occur during Tier 1 studies. Mr. Quigg explained that one of the purposes of Tier 1 studies was to identify properties that are either listed or potentially eligible for listing in the NRHP, but the development of MOAs do not occur during Tier 1, but rather are developed during Tier 2 studies after a preferred corridor has been selected. Mr. Quigg also noted that MOAs are developed only when it has been determined that an adverse effect will occur to a historic property. Mr. DuPont explained that the PA, which will be developed as a part of Tier 1 studies, provides guidelines for the Tier 2 study including addressing adverse effects to properties. Mr. Quigg noted it's a little confusing to hear similar terms such as PA and MOA, but clarified the PA guides the Section 106 process for Tier 2 studies, and that MOAs would be developed after it is determined an adverse effect will occur to a

historic property/ies as a result of the Mid-States Corridor project. Further, that MOAs are established to mitigate the adverse effects to the property/ies.

- Ms. Anderson then asked which National Register was being referred to in the meeting discussion. Mr. Quigg answered we are referring to the National Register of Historic Places (NRHP) in discussions focused on Section 106 review. Mr. Quigg went on to explain that a property must meet at least one of the four NRHP criteria in order to be eligible for listing in the NRHP.
- Mr. Luke Baker (private citizen) asked if elaboration could be made on the ratings matrix to be prepared for aboveground resources. Mr. Baker assumed the matrix would be one way of comparing “the routes to each other.” Mr. DuPont answered that the matrix is used only to rate the aboveground structural resources identified, and that the matrix is a part of the process of identifying potential impacts to historic resources from the project. Mr. Quigg reiterated when a ratings matrix is being discussed within Section 106 it is referring to specific aboveground properties, and repeated the ratings provided (Contributing, Notable, Outstanding) in the county surveys conducted as a part of the IHSSI, and that those properties and their ratings are now part of the SHAARD database previously discussed. Mr. Quigg further explained that SHAARD was accessible to the public online, and that a state map may be viewed on which each previously recorded aboveground resource may be seen with a colored dot which has a different color for each rating. Also, that properties already listed on the NRHP are identified with a star on the map. Mr. Quigg repeated the SHAARD database includes the aboveground resources of which we are aware, but that there are other resources of which we are not aware that will be identified during the windshield surveys of Tier 1. Mr. DuPont stated that for those resources we determine to be potentially eligible for the NRHP, we would be determining potential impacts to those properties which would then be a part of the evaluation of the corridor alternatives to assist in determining a preferred corridor.
- Jeff Stant (Indiana Forest Alliance) asked about the process of going from SHAARD to the properties that we may not be aware of, and stated he assumed that the windshield survey reconnaissance would be how we would make a more thorough review of cultural resources within the alternative corridors. Mr. Stant asked if we would be going to county courthouses and looking through records and asked what we would be doing within the windshield survey process. Mr. Quigg explained that during the Tier 1 process no research would be undertaken within county courthouses or any other archival repositories, rather the windshield survey fieldwork would consist only of being within a vehicle and viewing aboveground cultural resources within the preliminary APEs of each alternative corridor. As a part of the windshield survey, when properties are identified that have not been previously recorded (on the SHAARD database) we would be taking a photo of each of those properties and noting their features and location. When one of the alternative corridors becomes the preferred corridor alternative, then the Tier 2 process will be followed which includes far more detailed documentation of aboveground resources within that preferred alternative corridor and APE.

- Mr. Stant then asked if, as a part of the Windshield Survey process, we would be contacting all of the individual property and landowners in each one of the alternative corridors and asking them for information, or asking the residents of the area for information. Mr. Quigg answered that we would not be stopping by each property, but would be working with our Consulting Parties to help identify key cultural resources within various localities within the study area and more obscure resources near the alternative corridors. One of our goals in obtaining Consulting Parties is to get in touch with individuals who have local knowledge of properties which we may not otherwise obtain, including structures that may be missed during a windshield survey. Mr. Quigg stated that Mr. Stant had brought forth an excellent point, and that the reason we reach out to so many organizations and individuals in trying to obtain Consulting Party participation is to have them lead us through this process. Mr. DuPont stated this has been a part of previous public outreach efforts of the project prior to beginning Tier 1 of cultural resources review.
- Mr. Stant then asked, "Who are the Consulting Parties? I believe 22 were mentioned. Are they the people on this call today? How do you become a Consulting Party?" Mr. DuPont stated that the people who are on this conference call are Consulting Parties, and reiterated that Consulting Parties include local governmental officials, historical societies, the Indiana State Historic Preservation Office (SHPO), and other interested groups and individuals.
- Mr. Stant then asked, "So we could put out a call to our (Indiana Forest Alliance) members across the area who are very concerned about this project's potential impacts and say if they want to help with this process they could become a Consulting Party and they should just get a hold of you?" Mr. DuPont replied yes, that those individuals could reach out directly to him.
- Ms. Anderson stated that she had reached out several days previously asking to be on the Consulting Party list, but had not received a reply. She stated she had to reach out to another Consulting Party to find out about the April 27 meeting. Mr. DuPont stated he had replied to Ms. Anderson's email with the meeting information, and noted that she had been added to the Consulting Party list, earlier that day. Ms. Anderson stated she had not received that email.
- Mr. Stant asked Mr. DuPont what contact information he should provide to his organization's members (Indiana Forest Alliance). Mr. DuPont suggested his email address would be fine.
- Ms. Anderson asked how many Consulting Party Meetings would be held. Mr. Quigg stated the current plan is to hold two such meetings, but more could be held if necessary. Mr. Quigg mentioned the Consulting Parties would receive the draft PA in June for review prior to the next meeting, and that the next Consulting Party meeting is planned for the fall of 2020 after the release of the DEIS. At the fall 2020 Consulting Party meeting, the evaluation from the DEIS will be discussed and the PA will be finalized. At that point Tier 2 studies will begin.

- Mr. Stant asked if the PowerPoint presentation from the April 27 Consulting Party meeting could be shared with all Consulting Parties. Mr. DuPont stated we would do so.
- Mr. DuPont noted that in addition to the Consulting Party meetings for Section 106 review, there are other stakeholder groups who are involved in the review process for other parts of the NEPA process, and that public hearings will be a part of the outreach plan to present the findings of the DEIS.
- Mr. Stant asked if the public hearings would consist of booths where the public could talk to someone directly involved in the project or would they be actual hearings where the public can “testify” in a plenary format to everyone there. Mr. DuPont stated the hearings would involve a presentation, informational exhibits, and an opportunity for the public to make oral comments formally, which would be recorded, as well as provide written comments. Mr. Stant asked if people would be able to speak to everyone gathered at the meeting. Mr. DuPont said yes.
- Ms. Anderson said, “But the thing is, that’s after (the hearing would be after) the decision has been made as to which route you’re taking, correct?” Mr. DuPont stated, “No, but that there would be a recommendation (for a preferred corridor) provided within the DEIS.” The actual decision would be made during the development of a Final Environmental Impact Statement (FEIS). The final Record of Decision (ROD) by FHWA would be anticipated in mid-2021.
- Ms. Anderson stated, as she understood it, “Once INDOT makes the recommendation (for a preferred corridor) and everyone agrees on which route they want to pursue, it’s not going to get changed by the feds or anybody else; they’ll go along with what’s recommended. Mr. DuPont stated, “That’s depending on the input we receive and what is included within the recommendation.”
- Mr. Stant asked when the “second stakeholder meeting” will be held. Mr. DuPont clarified that this is a Consulting Party meeting, rather than a “stakeholder meeting” and that the next Consulting Party meeting will be held later this year, although a date has not been set. Further, that the second Consulting Party meeting would be held after the draft PA has been circulated to Consulting Parties for review, around the time of the release of the DEIS.
- Mr. Stant asked if the second Consulting Party meeting would be before the DEIS or after. Mr. DuPont stated this meeting would be held during the comment period for the DEIS (after the DEIS is issued).
- Mr. Baker asked, “How long until we would want to get input from stakeholders, and/or landowners that we could contact, within the corridor area before you would be able to include that as a part of your DEIS, seeing how the next meeting will not be until after that. Would we have until June?” Mr. DuPont stated we would welcome such input at any time, indicating within the next 30 days would be helpful.
- Mr. Baker asked, “Is that 30 days from today that it will be guaranteed to be a part of the DEIS?” Mr. DuPont replied, “30 days from the date of the invite letter (April 12, 2020), but 30 days from today we certainly would incorporate any input that we receive.”

- Mr. Stant asked, “Are you saying there is an input period we are now in that extends for 30 days?” Mr. DuPont explained the 30-day period extends from the date of the invitation (April 12, 2020), but that with the input received today during this meeting we would accept comments within 30 days from this meeting date (April 27, 2020). Mr. Stant continued, “So you’re asking us to get you information on historic properties within the next 30 days or are you saying information on processes that we think you should pursue?” Mr. DuPont replied, “Both.”
- Mr. Baker stated, “If you’re going to incorporate information about the windshield survey later, do you have anything more to say about that at this meeting?” Mr. DuPont stated that would be part of the Mid-States Corridor team’s information gathering process during Tier 1 review and that the windshield survey would be discussed at the next Consulting Party meeting. Mr. Baker continued, “But, when you say ‘our’ you mean Lochmueller and its historians?” Mr. DuPont answered, “The project team, yes.” Mr. Baker asked, “Would we be able to be made aware, or advised of, when this would happen?” Mr. DuPont explained we cannot provide that timeframe as it is likely to vary and involve multiple visits.
- Mr. Stant asked, “Is there a ‘part 800’ or are there ‘regs’ that define this public comment period and its scope that we’re talking about now?” Mr. DuPont stated yes, and that 36 CFR 800 codifies Section 106 comment periods.
- Mr. Patrick Carpenter (INDOT Cultural Resources Office) explained anyone who is not familiar with the Section 106 process may access the Advisory Council on Historic Preservation’s (ACHP) website and look for their Citizens Guide which explains the Section 106 process in a more “digestible” format. Mr. Carpenter encouraged the Consulting Parties to visit the ACHP website.
- Mr. Baker asked, “Do any of the other Consulting Parties represent an agency based in Orange or Lawrence County?” Mr. Quigg stated the Lawrence County Historian and Lawrence County Museum of History accepted Consulting Party status, but they did not accept the invitation to participate in this first Consulting Party meeting.
- Mr. Greg Sekula (Indiana Landmarks, Southern Regional Office) said one of the things that would have been helpful in this call would be to have identified all of the agencies and individuals who are participating in this conference call meeting among the 22 Consulting Parties. Mr. DuPont read aloud the names of the organizations and individuals who are among the 22 Consulting Parties.
- Mr. Baker asked if anyone from Orange County accepted the invitation to become a Consulting Party. Mr. Quigg stated that among the approximately 30 invitations that went out to Orange County no responses were received. Mr. Baker asked if all of those invites were just letters or if any were followed up by emails and phone calls. Mr. Quigg stated the initial invitations were by email, which were followed up with hard copy letters and phone calls as necessary.
- Ms. Anderson asked if it would be possible to obtain a list of organizations from Orange County invited to participate as Consulting Parties. Mr. DuPont stated the initial

invitation letter (which includes a listing of all organizations invited to become Consulting Parties) would be sent to the Consulting Parties.

- Mr. Sekula stated there was a group called Saving Historic Orange County and he was wondering if they were included in the invitations sent out to potential Consulting Parties.
- Ms. Anderson asked if the Orange County Historical Society was included in the invitations sent out to potential Consulting Parties.
- Mr. Baker asked if the Indiana Karst Conservancy was invited to become a Consulting Party, because he felt they would have a good knowledge of the archaeological resources in the area. Mr. DuPont stated the Mid-States Corridor team has reached out and coordinated with the Indiana Karst Conservancy with regard to karst resources, but they are not on the Section 106 Consulting Party invitation list.
- Mr. Baker stated, "Would they not be one of the best resources available for archaeological knowledge?" Mr. DuPont stated, "No, but INDOT maintains a list of those organizations who would be most helpful for those resources."
- Ms. Anderson stated she believed the Indiana Karst Conservancy should be involved.
- Kyanna Moon (INDOT Project Manager) stated the Indiana Karst Conservancy has been involved and that they have shared their database with the project team.
- Mr. Baker asked if the Indiana Karst Conservancy had been "surveyed" for archaeological resources specific to the Section 106 resource process. Mr. DuPont stated, "No we have not." Mr. Baker asked if they (Indiana Karst Conservancy) would not be the best resource for those (archaeological sites). Mr. Quigg responded that in his experience as a historian and archaeologist he had never consulted a karst organization for archaeological information, but there's no reason not to ask them.
- Ms. Anderson stated that the project area was a prominent karst area. Mr. Quigg replied that this is certainly understood by the project team, but that karst information is not a part of Section 106 review. Mr. Baker stated that anything that is tied to a "people of the past" would be tied to Section 106. Mr. Quigg stated that the project team would like to reach out to anyone that has knowledge that may be helpful.
- Mr. Stant asked about the White River crossings that would occur as a part of the project, and whether or not information had been obtained about the shellfish/mussels in the part of this river that may be impacted. Mr. DuPont stated the project team is reaching out to the appropriate state and federal agencies and organizations (including the Indiana DNR and US Fish & Wildlife) who have this information.
- Mr. Stant asked if the Glen Black Laboratory had been consulted regarding archaeological resources within the study area. Mr. DuPont responded that the records from Glen Black Laboratory are a part of the SHAARD database. Mr. Stant formally requested that the Mid-States Project team connect directly with the Glen Black Laboratory regarding archaeological resources in the study area.
- Mr. Quigg stated that there was an earlier question in the meeting about Orange County organizations invited to participate as Consulting Parties and wanted to let the group know that both the Orange County Historical Society and the Saving Historic Orange

County had both been invited, but had not responded to the invitations. Mr. Baker asked who the contact person was for Saving Historic Orange County, and Mr. Quigg replied it was Terry Cornwell. Mr. Baker and Ms. Anderson both stated that was the correct contact person. Mr. Sekula said he would reach out to Mr. Cornwell and encourage Saving Historic Orange County to participate.

- Ms. Anderson asked when the invitation letters inviting organizations/individuals to become Consulting Parties were sent out. Mr. Quigg responded that invitations were sent out December 12, 2019, January 31, 2020, and March 12, 2020.
- Mr. Quigg noted one of the reasons for having Consulting Party meeting was to find out what other organizations/individuals should be invited to become a Consulting Party, and thanked the group for providing additional information.
- Mr. Stant expressed that having only 30 days with which to reply with information did not seem viable for public input. Mr. DuPont stated the project team is available to receive information throughout the study process, but 30 day review periods are standard within the NEPA process as well as Section 106.
- Mr. Sekula stated it is “somewhat overwhelming” to be asked for information about cultural resources within so many counties within so many different alternative corridors. Mr. Sekula went on to say he understood the project team would do a SHAARD review of the alternative corridors, windshield surveys within the alternative corridors, summarize the results of these studies, and at that point there would be an opportunity for Consulting Parties to offer comments on that work. Mr. DuPont replied, “Yes.”
- Mr. Baker stated, “But for clarification, that input from Consulting Parties would not be requested until after a single route has been proposed as the preferred alternative, correct? Could we schedule a Consulting Party meeting before the release of the DEIS so that we may have the opportunity to provide additional information on historical and archeological resources before the decision is made for a preferred corridor? Mr. DuPont stated the project team would consider and evaluate this based on the project schedule. Mr. DuPont stated we could make the presentation of information a two-step process wherein the results of the Tier 1 cultural resources studies are presented to Consulting Parties in advance of the DEIS.
- Mr. Sekula stated he would concur with the suggested two-step approach indicated by Mr. DuPont so that the Consulting Parties would have an opportunity to comment on the Tier 1 findings on cultural resources for all alternative corridors.
- Mr. Stant added that the dissemination of the Tier 1 study results on cultural resources should be early enough that the feedback from Consulting Parties could be used in the selection of the preferred corridor. Mr. DuPont stated this is something that the project team could do, but would need to coordinate this with INDOT.
- Mr. Sekula stated he would like to see the cultural resource data from the Tier 1 studies presented to Consulting Parties, a 30 day review period provided to Consulting Parties to review the Tier 1 information and comment on it, then proceed to the development of the DEIS.

- Mr. Stant asked when the Consulting Parties could anticipate receiving the results of the Tier 1 cultural resources study. Mr. DuPont stated that at this time the project team is unable to provide a date for the distribution of that information. Mr. Stant stated this information must be brought to the Consulting Parties well before the preferred alternative corridor decision is made and communicated within the DEIS. Mr. DuPont said, "Yes."
- Mr. Quigg noted that 357 invitations were sent out to potential Consulting Parties.
- Mr. Sekula stated he felt that a very aggressive time schedule has been laid out for such a large project, particularly in light of the pandemic.
- Mr. Stant asked the project team if there had ever been a situation where comment periods have been extended beyond 30 days, and if the project team will be sticking to that no matter what the appeal is from the public. Mr. DuPont stated that he would not anticipate deviating from the established review periods unless there was direction from INDOT or FHWA that revised such review periods.
- Mr. Sekula stated based on his past experience with large projects involving Section 106 review that the agencies (INDOT/FHWA) usually offer a bit more time, within reason, if there is an overwhelming consensus by Consulting Parties that more time is needed for review.
- Ms. Anderson commented that among all of these different routes, this is "not just flat ground," that there are a lot of karst areas and that she believed it required more time and did not understand how it could get "pushed through" so quickly.
- Kyanna Moon (INDOT Project Manager) identified herself as the project manager of the Mid-States Corridor project and stated a typical environmental study is 12 to 18 months. This project is two years in length for Tier 1, and Tier 2 is an additional two years, so it is much more extensive than a typical study. Ms. Moon went on to say that the project team is being mindful of the pandemic moving forward. Further, if more time is needed INDOT will consider that on a case by case basis. "We're here to offer as much flexibility as we can while still staying on schedule."
- Mr. Stant stressed the importance of the "ability to give feedback back to the people pushing the project...is the essence of good government."
- Mr. Baker asked Mr. Quigg and Mr. DuPont a hypothetical question. Specifically, Mr. Baker stated that he had elderly neighbors who have a cabin on their property. Mr. Baker wanted to know how he would go about asking his neighbors for information on that cabin when they do not have access to internet, and Mr. Baker does not know their cell phone number, "without breaking the regulations and advisements of the Indiana and United States governments in regards to this pandemic and not communicate with them and putting them at risk?" Mr. DuPont stated that Mr. Baker could make the project team aware of the location, and that his neighbors would not have to be disturbed, or the project team could reach out to them. Mr. Baker asked if the project team would reach out by physically going to their residence and putting them at a health risk. Mr. DuPont stated that we are observing, and will continue to observe, all social distancing guidelines and would not put anyone at risk, but would provide

whatever evaluation of the property that was possible under the circumstances. Mr. Baker asked if the pandemic situation would not warrant extending the deadline (for information on cultural resources). Ms. Moon stated that this is not a decision we can make here today during the meeting, but that INDOT and FHWA will confer and consider this kind of situation with regard to being flexible due to the pandemic. Ms. Moon asked Mr. Baker for time to confer on extending periods in which information will be accepted regarding cultural resources.

- Mr. Grovak (Lochmueller Group) stated that in this level of cultural resources survey the project team is limited to windshield surveys from public roadways within each of the alternative corridors, and that without letters of survey being sent out to each property owner the project team is not allowed, by law, to access private property. This would preclude the project team from making personal contact with property owners unless it was initiated by someone else.
- Mr. DuPont reiterated that in addition to the 30 day comment period stated on the materials provided to Consulting Parties in the invitation letter to this meeting and within this meeting, that there will be additional comment periods between now and the completion of the DEIS. The project team will look at, and evaluate, what additional efforts will be made to involve Consulting Party review of materials as well as the overall timeline in light of the current health climate and when we will have cultural resources data to present to the Consulting Parties.
- Mr. DuPont asked if there were any additional questions. Ms. Moon asked the Consulting Parties to feel free to reach out to the project team via email or phone if they have other questions or concerns after the meeting.
- Mr. Stant stated, "You gotta give us more time. If you're really interested in the input...You can't just say, Well project timelines mean your time's up after 30 days...and I heard you just say that you are willing to consider that (more time) and will take the pandemic into account and I'm looking forward to seeing you do that."
- Michelle Allen (FHWA) stated she "just wanted to make sure that the Consulting Parties understand that the Section 106 process does not end with the DEIS or the end of Tier 1. As we move into Tier 2 we will continue the Section 106 process. All that we are doing right now is a very high-level survey so we know of any very significant properties." Ms. Allen went on to explain that no decision will have been made within the DEIS; it is simply identifying what may be the preferred alternative, and this alternative is a corridor. "So, it is a wide band and within Tier 2 (studies) the goal is to avoid significant properties within that corridor. The end of this 30-day review period does not mean that Section 106 will be complete. We're really just starting a multi-year process of Section 106."
- Mr. Stant replied, "But it's also true that because you've divided the NEPA process into this tiering, that once we're done with the Tier 1 process it doesn't matter what we find out in one corridor relative to another in terms of its historic properties, we're stuck in that corridor." Ms. Allen replied, "This particular study is concerned with historic properties and making efforts to avoid them, but there are a lot of other studies going

on as well, we're looking at karst, we're looking at wetlands...the project team is looking at all these different areas and compiling information so that they can make the best decision they can, and then the public is involved in that process as well."

- Mr. Stant replied, "If you select Route O there is nowhere in your 2,000-foot corridor you can put the highway without causing massive impacts on the karst system. You would have to put most of it outside the Lost River basin." Ms. Allen replied, "That's a great comment, but for this particular process right now, here, we have to focus on historical properties. That doesn't mean the karst comment isn't an important comment as well, it's just that the karst resources, the wetland resources, and all of those different areas have a lot of research going on right now to try to identify things so that the public has a chance to look at that as a part of the DEIS. For this particular process right now, the focus is really on historic properties aboveground and below ground."
- Mr. Sekula stated, "What I would say to my colleagues who are local in Dubois County and Orange County and those counties that are affected, "You know best, some of these historic resources and cultural resources that are what I would call off the beaten path...be thinking about those historic resources that you're aware of that might not have been picked up in the (IHSSI) survey. What the consultants won't be able to find on the SHAARD database or are not visible from a public road, that's the kind of information that is very helpful at this stage." Mr. DuPont replied, "Absolutely."
- Ms. Anderson asked, "Since you're referring to buildings as historical properties, and Michelle (Allen) has referenced aboveground and below ground, the karst system, a good portion of it, is below ground, when is that considered?" Mr. DuPont replied, "In regard to cultural resources significance (of karst resources) it would need to be related to sites that have been identified. We are looking at mapped cave information, and cultural associations there, but the extent of the geologic formations is not all of cultural significance. We are evaluating this (karst) as a part of other aspects of the study. Ms. Anderson asked, "When is that exactly, when will you be considering those?" Mr. DuPont stated, "We are considering them now." Ms. Anderson stated, "So if we have information with regards to karst caves or caverns or springs, who do we turn that information into and by what deadline?" Ms. Allen replied, "That is ongoing, and you may turn that into Jason (DuPont). However, the purpose of this call is related to Section 106, so anything that is related to the project that is outside of 106 we would ask that you reach out to us later just so we're not taking up everyone's time on this call to discuss something that's not related to the 106 process. Ms. Anderson stated, "I am trying to figure out if the karst system here is a part of the National Preservation site, and I'm trying to figure out if it is on SHAARD."
- Mr. Sekula stated, "I think there may be some confusion about what is cultural and geological resources. I think we might want to distinguish for folks what is archaeological and geological just for verification." Mr. Quigg stated, "To answer your question directly, the SHAARD system would not have any karst resources unless they are specifically linked or directly related to cultural resources meaning human occupation of some sort or human use. The SHAARD map that you can access publicly

does not show karst features unless there is an archaeological site associated. Archaeology is simply evidence of human activity that's usually below ground, so that's what differentiates between karst features and archaeological resources. Archaeological features have to be associated with human activity."

- Ms. Anderson also stated, "That karst system does supply ground water to some of our springs for some of our homes. Human consumption." Mr. DuPont replied, "That's a separate evaluation that is ongoing...but not part of the Section 106 process."
- Mr. Stant asked, "Can we assume that this 106 process could actually influence the selection of alternatives to the point that alternatives that have already been dismissed could be reconsidered? I'm thinking of the alternative that would deal only with the congestion in Huntingburg and Jasper, then make some safety upgrades to US 231 going north, but it's not new terrain." Mr. DuPont replied, "There was an alternative like that which was discarded during the preliminary screening. As we went through that preliminary screening process we did look at cultural resources from the databases in that evaluation." Mr. Stant continued, "But if we find so many sites in the (remaining) alternatives that all involve new terrain would it be possible that would result in going back and looking at that (a previously dismissed alternative). Mr. DuPont replied, "We can't really answer that question until we have all the information (from Tier 1 cultural resources studies)."
- Ms. Allen stated we were at the end of our allotted time for the meeting (2 hours) and asked if anyone had any final comments in regard to the Section 106 process. Ms. Allen also stated if Consulting Parties think of other comments after the meeting to please contact the project team.
- As the meeting closed, Mr. DuPont stated that the project team would circulate the PowerPoint presentation used during the meeting, as well as the original Consulting Party invitation letter (December 12, 2019) and the Consulting Party Meeting invitation letter (April 12, 2020). Mr. DuPont thanked all for attending and asked if there are any other organizations or individuals that the group believes should be invited to become Consulting Parties to please let the project team know.
- The meeting ended at 1:57pm (EDT).

Other Items/Action Steps:

- On April 30, 2020 the PowerPoint presentation used during the meeting, as well as the original Consulting Party invitation letter (December 12, 2019) and the Consulting Party Meeting invitation letter (April 12, 2020) were emailed to all Consulting Parties (those who do not have email addresses were sent hard copies of the materials by mail).

MID-STATES CORRIDOR CONSULTING PARTIES MEETING



2:00 PM APRIL 27, 2020



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GROUP**

Agenda

- Project Background
- Purpose and Need
- Project Overview and Review of Preliminary Corridors
- Questions and Comments on Preliminary Corridors
- Project Status
- Preliminary Alternative Screening Report
- Cultural Resources Overview
 - Section 106 Overview
 - Consulting Party Involvement
 - Tiered NEPA Approach
 - Cultural Resources Survey and Review Plan
- Questions and Comments on Cultural Resources
- Next Steps for Section 106 and Overall Project Schedule
 - Programmatic Agreement
 - Tier 2 Studies



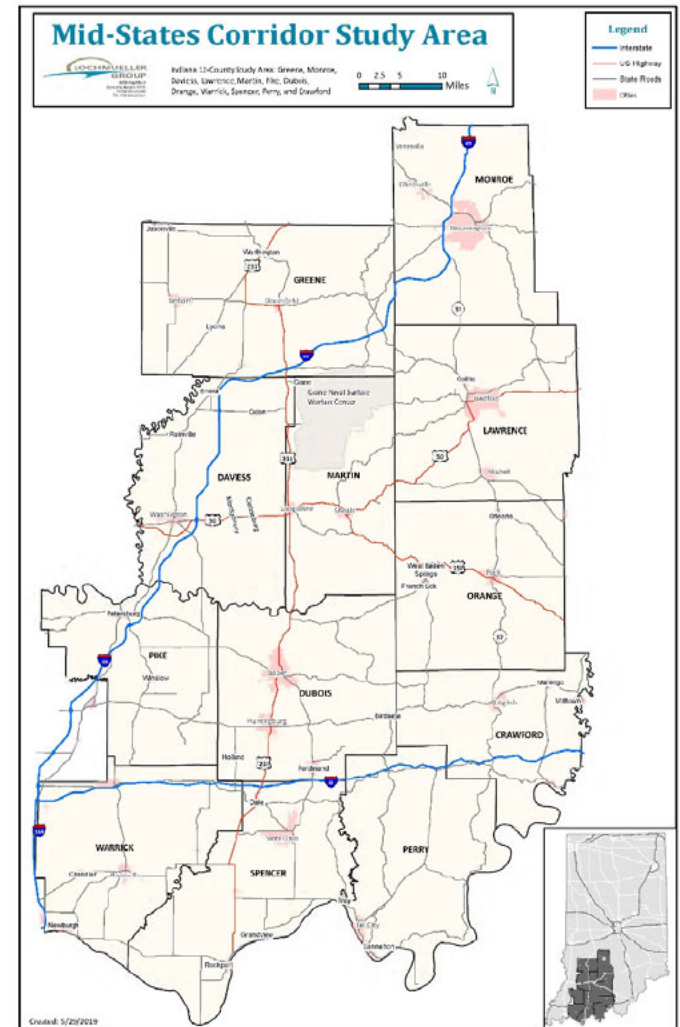
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Project Background

- Tier 1 Environmental Impact Statement
- Evaluate improved north/south highway connection
- Evaluate multiple corridors
 - SR 66 near the Natcher Bridge to I-69 (directly or via SR 37)
- Twelve county study area



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Project Purpose & Need

Provide an improved transportation link between the US 231/SR 66 near Natcher Bridge and I-69 which:

- Improves regional connectivity for businesses in Dubois County and southern Indiana;
- Supports economic development in southern Indiana; and
- Improves connections to major multi-modal locations from southern Indiana.



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Performance - Project Goals

- Goal 1 – Increase accessibility to major business markets (core goal)
- Goal 2 – Provide more efficient truck/freight travel in Southern Indiana (core goal)
- Goal 3 – Reduction in localized congestion within Dubois County
- Goal 4 – Reduce crashes in Southern Indiana
- Goal 5 – Increase Levels of Business Activity within Southern Indiana
- Goal 6 – Increase Personal Economic Well-Being in Southern Indiana
- Goal 7 – Increase access to major rail and air intermodal centers (core goal)



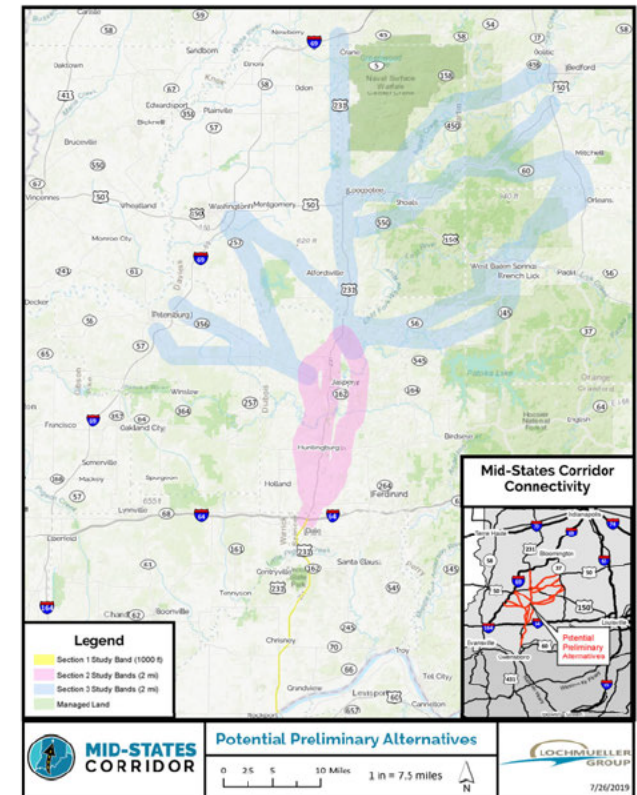
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Potential Preliminary Alternatives

- Narrow band along upgraded US 231 from Natcher Bridge to I-64
- 2-mile wide bands north of I-64
- Generally following existing highway facilities w/ some new terrain options



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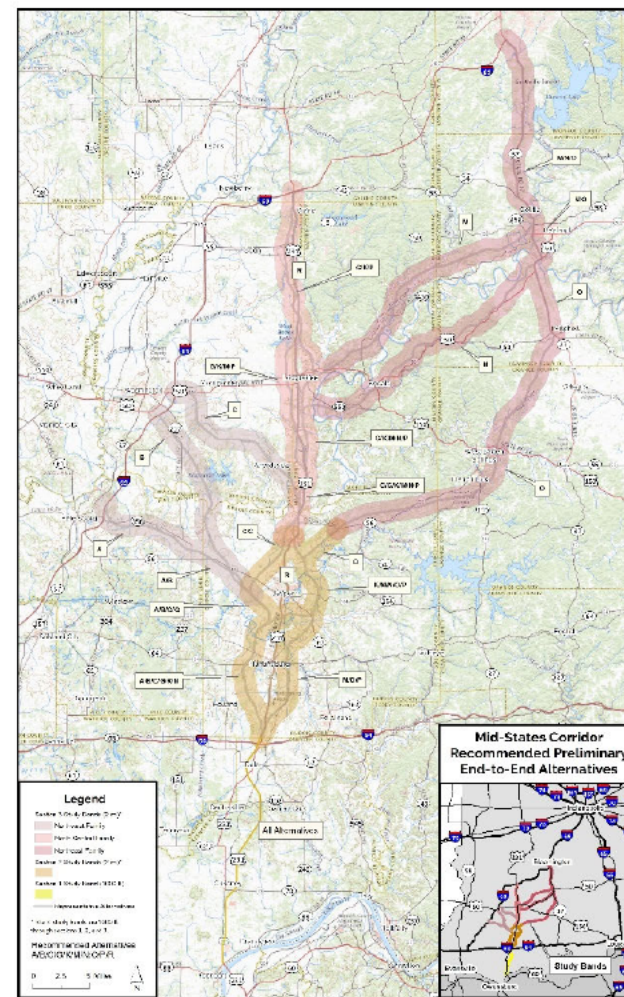


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Narrowed to 28 Preliminary Alternatives

- Dozens of routes considered after input from stakeholders, public and agencies
- Qualitative screening against P&N
- Land on 10 routes representing 28 alternatives (combination of routes and facility types)
- Advance to formal screening process

Questions?



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Project Status

Milestone 1: Preliminary Alternatives & Purpose & Need

- Define project goals (purpose and need) and identify potential route concepts (preliminary alternatives) – **September 2019**

Milestone 2: Screening of Alternatives

- High-level analysis of each route concept to determine performance against the purpose and need, costs and impacts to the human and natural environment – **February 2020**

Milestone 3: Draft Environmental Impact Statement

- Detailed analysis of the alternatives carried forward to identify a preferred alternative – **Fall 2020**

Milestone 4: Final EIS & Record of Decision

- Full consideration of comments from agencies and public on the Draft EIS, a refined alternative is identified and selected in the Record of Decision (approximately 2,000' corridor) – **Summer 2021**



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Screening of Alternatives Report

- Quantitative analysis of Preliminary Alternatives
- Alternative Families Approach
- Route and Facility Type
- Performance against P&N
- Impacts – human and natural environment
- Costs – comparative approach

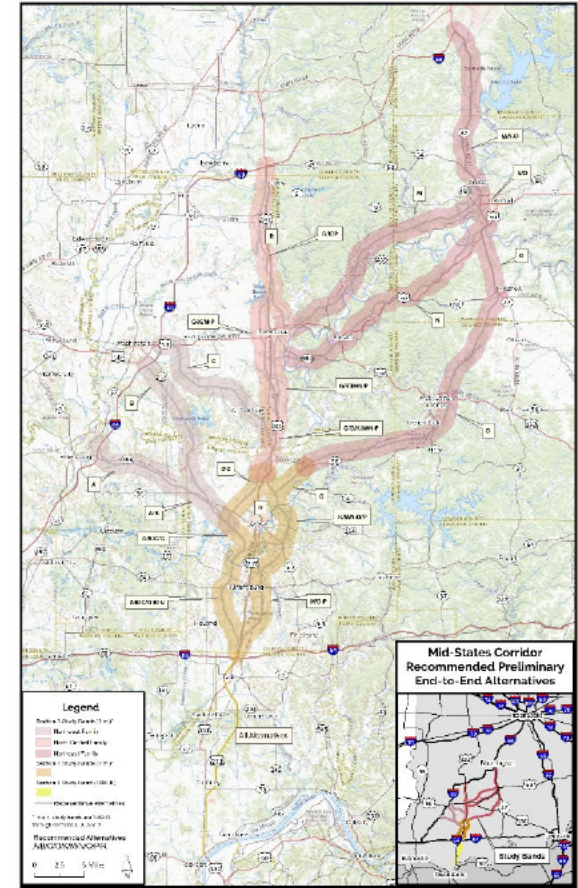


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Alternative Families Approach

- Consider “full range” of alternatives
- Three geographic families: Northwest, North Central, & Northeast
- Only compare alternatives within same family against:
 - Benefits (performance), Impacts and Cost
- Review of National Register of Historic Places (NRHP) listed and eligible resources; Notable and Outstanding properties included in survey



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Facility Types

Freeway

- At least two lanes in each direction of travel
- Access provided only at interchanges

Expressway

- At least two lanes in each direction of travel
- Access provided by combination of interchanges and at-grade intersections with state and local roads

Super-2

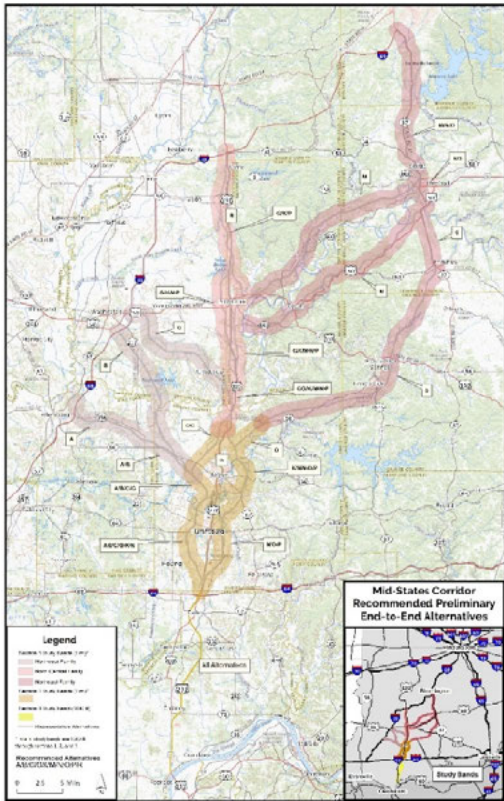
- One travel lane in each direction
- Passing/auxiliary lane and/or wider shoulders where appropriate



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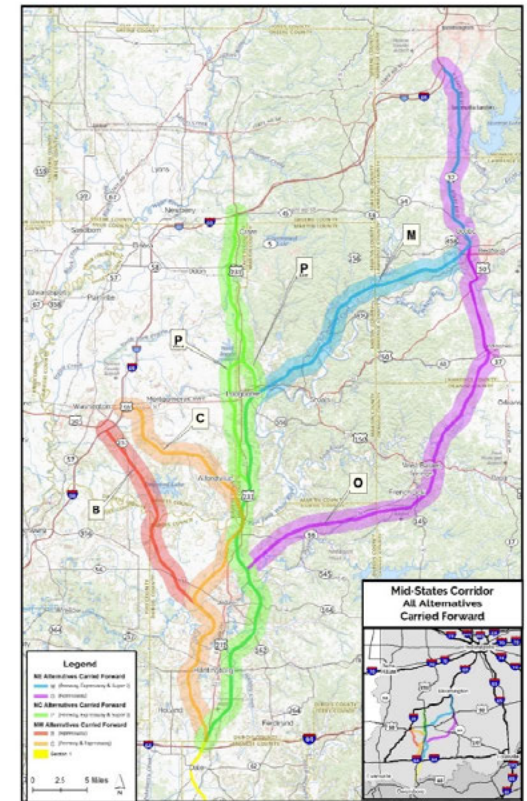
Preliminary Alternatives Carried Forward



28 Preliminary Alts

Ten Carried Forward

- Alt. B (expressway only)
- Alt. C (freeway and expressway)
- Alt. M (super-2, expressway and freeway)
- Alt. O (expressway only)
- Alt. P (super-2, expressway and freeway)



10 Alts Carried Forward



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Section 106 Overview

- Section 106 of National Historic Preservation Act
- Federal agencies to take into account the effects of their undertakings
 - Historic and archaeological properties
- Section 106 Process
 - Identify historic and archaeological properties potentially affected by the undertaking
 - Assess the undertakings effects on these GQ3
 - Seek ways to avoid, minimize, or mitigate any adverse effects on historic and archaeological properties



Consulting Parties Process

- Invitation letters – Dec through March
- Local governments, Native American tribes, environmental review agencies, historical societies, organizations or individuals with a demonstrated interest in the Mid-States Corridor undertaking
- 19 participants (to date)



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Tiered NEPA Approach

- Two-staged “tiered” approach for large, complex projects
- Tier 1
 - “Big picture” evaluation
 - Identify a corridor/facility type
 - Identify Sections of Independent Utility (SIUs) for Tier 2 studies
- Tier 2
 - Separate, detailed evaluation of each SIU
 - Identify specific alignment and right-of-way requirements within corridor for each SIU



Cultural Resources Survey and Review Plan

TIER 1

- Screening Process
 - Limited to SHAARD database research – historic and archaeological resources
- Alternatives carried forward for detailed analysis
 - “Working alignment” defined for impact estimations for all alternatives
 - Potential to adversely impact cultural resources – NRHP-listed and potentially eligible for NRHP **GQ5**
 - SHAARD database – historic and archaeological **GQ6**
 - Identify preliminary Areas of Potential Effect (APE)
 - “Windshield Survey” reconnaissance **GQ7**
 - Establish ratings matrix
- Develop Draft Programmatic Agreement



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Cultural Resources Survey and Review Plan

Tier 2

- Sections of Independent Utility (SIUs)
- Single Alternative Corridor
- Implement Programmatic Agreement
- Develop the Area of Potential Effect (APE)
- Identify Eligibility
- Historic Property Reports (HPRs)
- Develop Effects Determinations
- Resolution of Adverse Effects
 - MOAs
 - Mitigation



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Tier 1 Process and Impacts Discussion

- Survey and review approach
 - SHAARD database – historic and archaeological
 - Identify preliminary Areas of Potential Effect (APE)
 - “Windshield Survey” reconnaissance
 - Establish ratings matrix
- Cultural resource impact concerns
 - Potential impacts reported for each alternative in DEIS
- Programmatic Agreement to guide Tier 2



Questions?



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Cultural Resources - Next Steps

- Circulate Draft Programmatic Agreement - June
- Consulting Parties Meeting #2 – after release of Draft EIS – fall 2020
 - Findings from Draft EIS
 - Finalize Programmatic Agreement (PA)
- Advance to Tier 2 Process



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Overall Project - Next Steps

- Ongoing Detailed Analyses
- Draft EIS – Fall 2020
- Regional Issues Involvement Team meetings
- Public Hearings
- Agency Coordination meeting
- FEIS/ROD – Summer 2021



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Text MidStates to
33222 for project alerts



info@midstatescorridor.com



Mid-States Corridor Project Office

*Vincennes University Jasper Campus
Administration Building, Room 216
850 College Ave. • Jasper, IN 47546*

The project office is open Monday, Wednesday and Friday from 8:00 a.m. to 5:00 p.m. ET, and by appointment.



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CORRIDOR**



THANK YOU



**MID-STATES
CORRIDOR**



From: Snyder, Deborah D CIV USARMY CELRL (USA) <Deborah.D.Snyder@usace.army.mil>
Sent: Wednesday, October 28, 2020 9:30 AM
To: Jason DuPont <JDuPont@lochgroup.com>
Cc: McKay, Gregory A CIV USARMY CELRL (USA) <Gregory.A.McKay@usace.army.mil>
Subject: RE: Mid-States Corridor Tier 1 EIS (DES# 1801941)

Dear Jason,

Louisville District appreciates the early coordination efforts for the Mid-States Corridor Tier 1 EIS.

We accept the invitation to participate in the project planning process as a Participating Agency.

Thank you,
Deborah Duda Snyder
Project Manager
U.S. Army Corps of Engineers, Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
Phone: (317) 543-9424

From: Jason DuPont <JDuPont@lochgroup.com>
Sent: Tuesday, October 27, 2020 1:41 PM
To: McKay, Gregory A CIV USARMY CELRL (USA) <Gregory.A.McKay@usace.army.mil>
Cc: Snyder, Deborah D CIV USARMY CELRL (USA) <Deborah.D.Snyder@usace.army.mil>; Michael Grovak <MGrovak@lochgroup.com>; Wheeler, Kyanna <KWheeler@indot.IN.gov>; michelle.allen@dot.gov; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Laura Hilden <lhilden@indot.IN.gov>; Bales, Ronald <rbales@indot.in.gov>; Brandon Miller (bramiller1@indot.in.gov) <bramiller1@indot.in.gov>; David Goffinet <DGoffinet@lochgroup.com>; Lucas Foertsch <LFoertsch@lochgroup.com>
Subject: [Non-DoD Source] Mid-States Corridor Tier 1 EIS (DES# 1801941)

Dear Greg and Deb,

As a follow up to our previous coordination on the Mid-States Corridor Tier 1 EIS (DES# 1801941), attached is a formal request to be a Cooperating Agency for the project. We greatly appreciate your involvement and input on the project. Please respond in writing regarding your involvement as a Cooperating Agency or alternatively as a Participating Agency for this project by November 28, 2020.

If you have any questions regarding the project or this request, please contact me at the number below.

Thanks,
Jason

Jason DuPont, PE
Director of Environmental Services - Principal

Lochmueller Group

6200 Vogel Road, Evansville, IN 47715

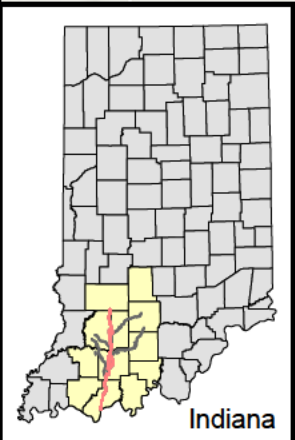
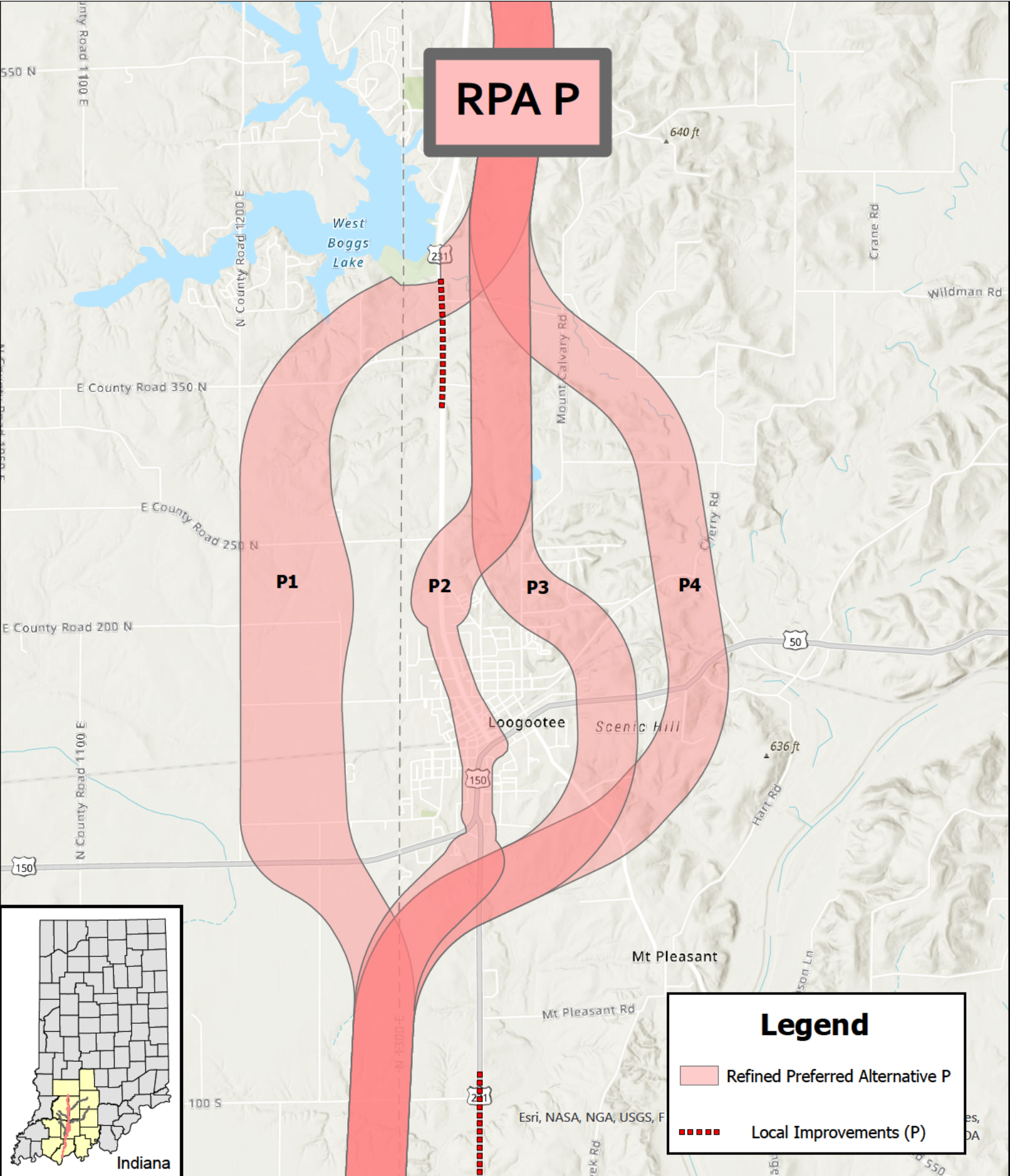
812.759.4129 (direct) | 812.459.4403 (mobile)

JDupont@lochgroup.com



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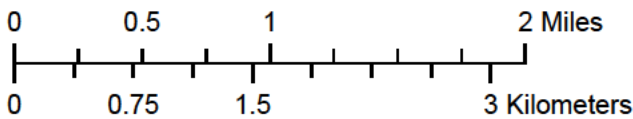
RPA P



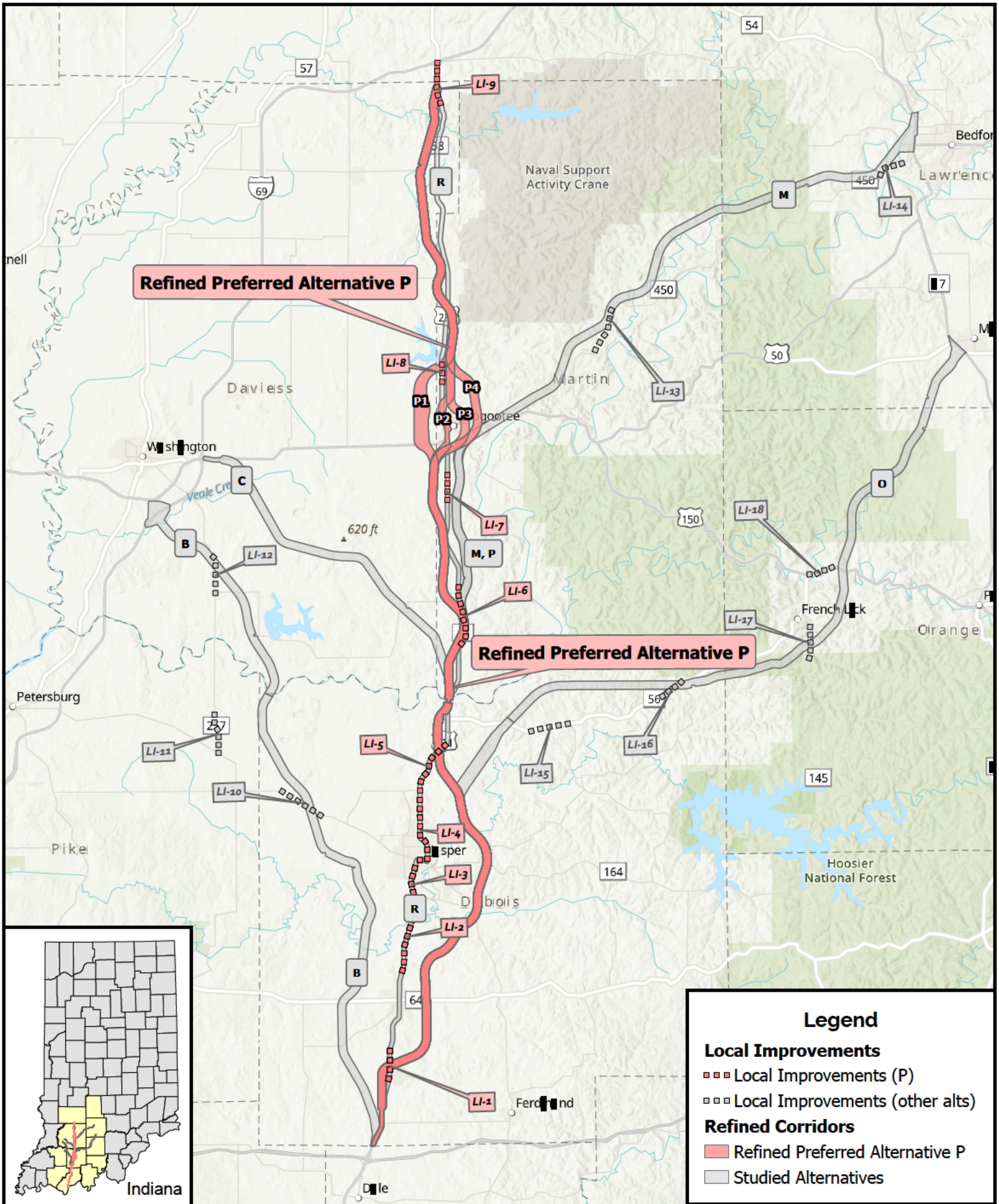
Legend

-  Refined Preferred Alternative P
-  Local Improvements (P)

FEIS Alternative P

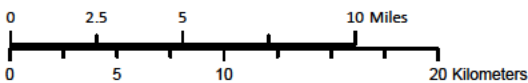


2/14/2023



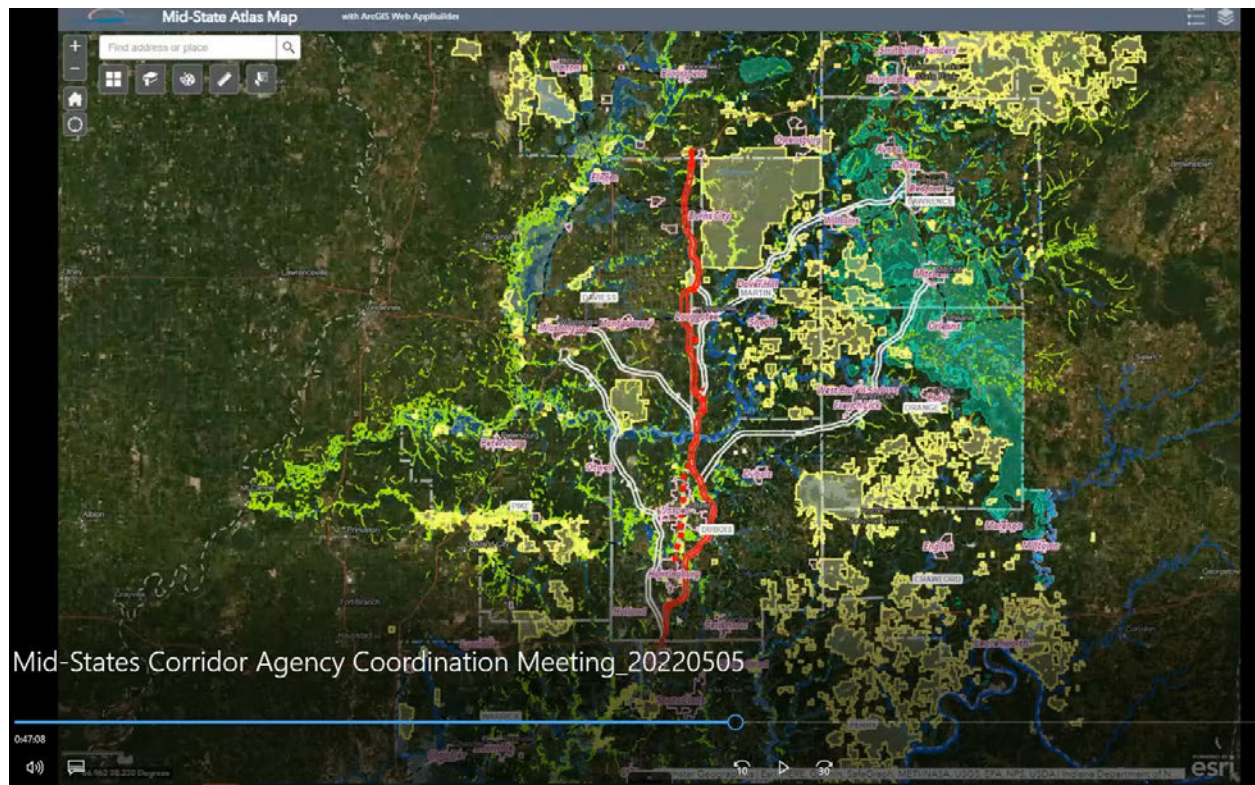
**MID-STATES
CORRIDOR**

Refined Preferred Alternative P



2/27/2023

At the DEIS Agency Coordination meeting on May 5, 2022, an ESRI flyover was shared of Preferred Alternative P. The tool was used to review various resources within the corridor and facilitate discussion.





MID-STATES CORRIDOR

Mid-States Corridor Project Update

Agency Coordination Meeting
Thursday, May 5, 2022

PROJECT TEAM



MID-STATES
CORRIDOR

KYANNA WHEELER

INDOT

DANIEL CORBIN

INDOT

MICHELLE ALLEN

FHWA

MARK SCHROEDER

Regional Development Authority

JASON DUPONT

Lochmueller Group

DAVID GOFFINET

Lochmueller Group

ED GREEN

Project Spokesperson, C2

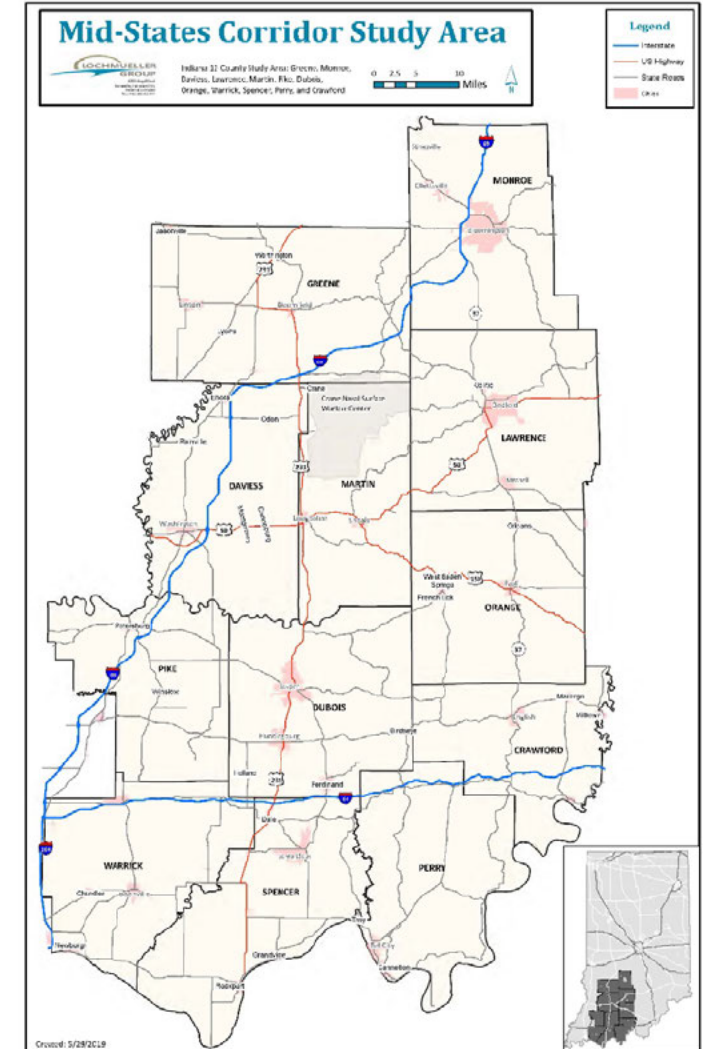


PROJECT OVERVIEW

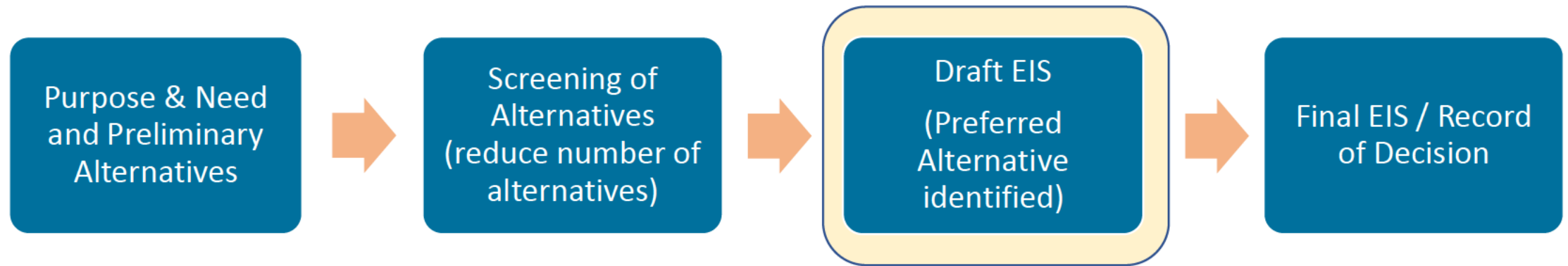


PROJECT OVERVIEW

- Tier 1 Environmental Impact Statement
- Evaluate improved highway connection
- Evaluate multiple corridors
 - SR 66 near the Natcher Bridge to I-69
 - *Northwest directly to I-69*
 - *North directly to I-69*
 - *Northeast to I-69 via SR 37*
- Twelve county study area



PROJECT DEVELOPMENT PROCESS



We are here in the process



- Engagement throughout each step in the process
- Regional Issues Involvement Teams (*Community Advisory Committees*)
- *Ad Hoc* meetings
- Resource Agency coordination meetings
- Public information meetings and public hearings
- Project office to share information



PURPOSE AND NEED



The Purpose of the Mid-States Corridor project is to provide an improved transportation link between the US 231/SR 66 intersection and I-69 (*either directly or via SR 37*) which...

- Improves business and personal regional connectivity in Dubois County and Southern Indiana
- Improves highway connections to existing major multi-modal locations from Southern Indiana



Improve connectivity and regional access



Improve regional traffic safety



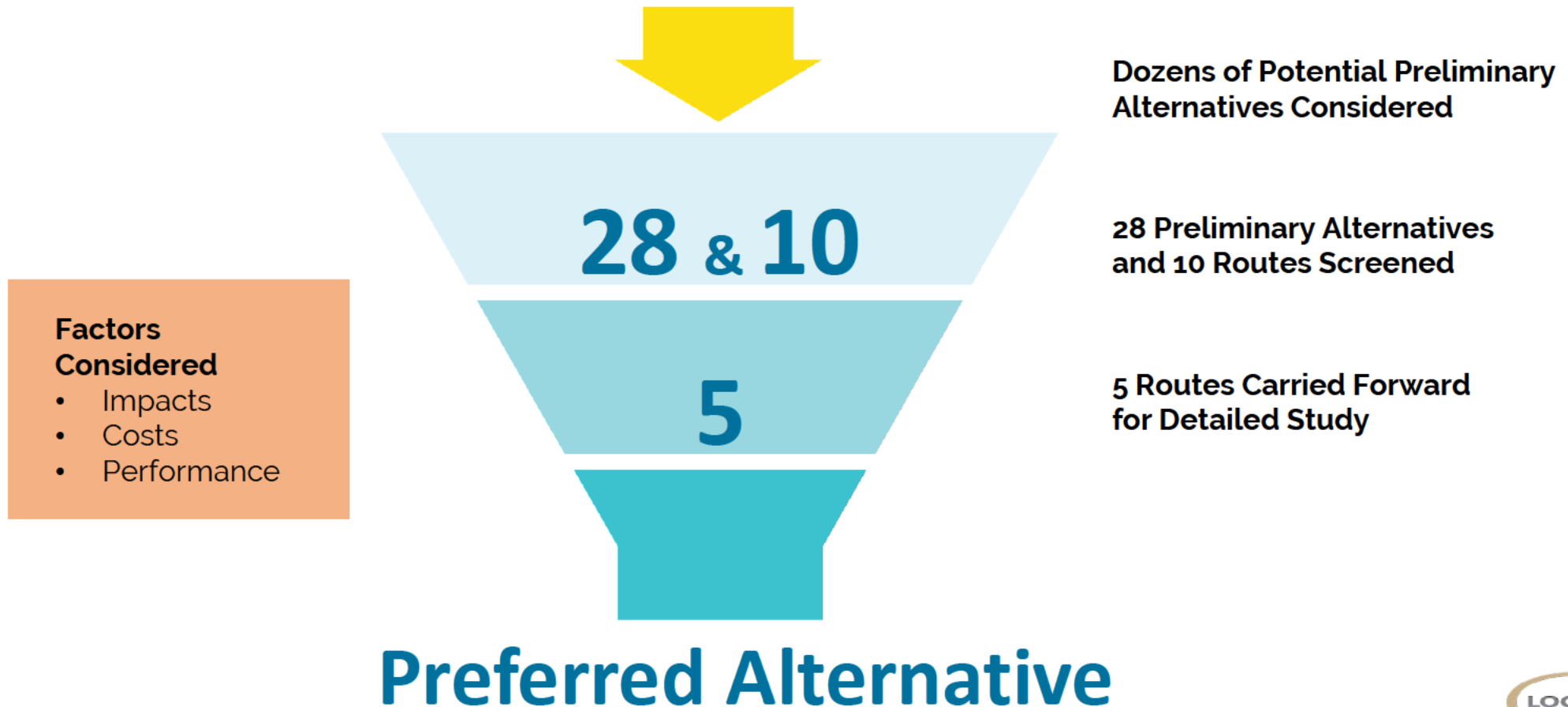
Support economic development



**MID-STATES
CORRIDOR**

SCREENING OF ALTERNATIVES

SCREENING PROCESS

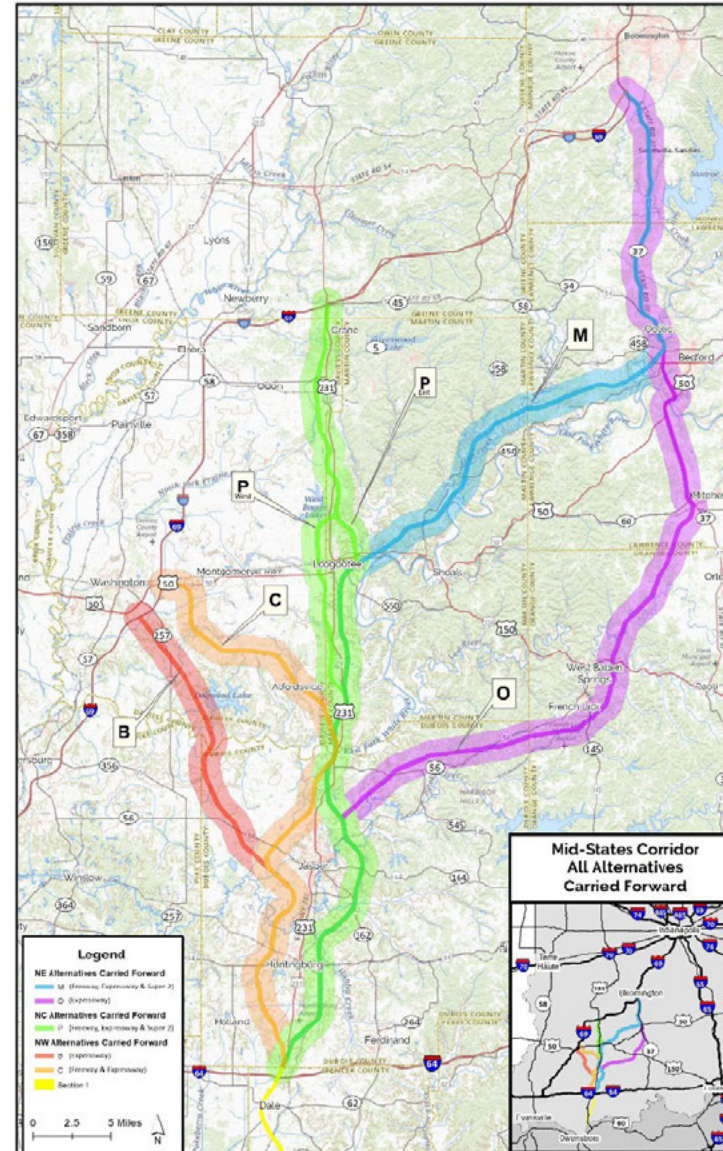


PRELIMINARY ALTERNATIVES CARRIED FORWARD

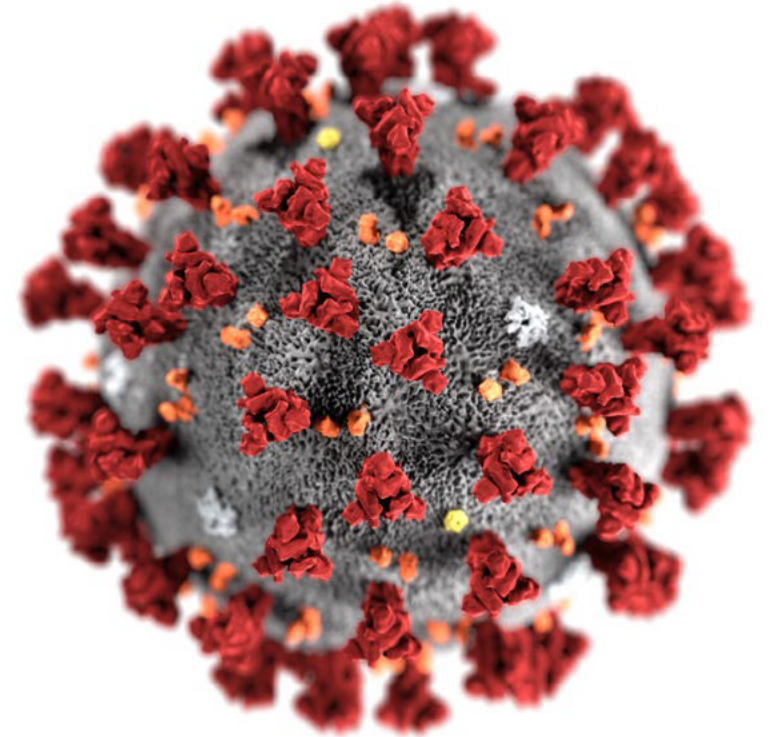


MID-STATES
CORRIDOR

- Alternative B
- Alternative C
- Alternative M
- Alternative O
- Alternative P



- Impacts to public health and well-being
- Opportunities to interact with the public were limited
- Pandemic caused uncertainty
 - Potential impacts to decision-making process
 - Possible impacts to transportation funding
- More deliberate approach to reflect challenges of the pandemic



Several adjustments made

February 2021 – Late 2021

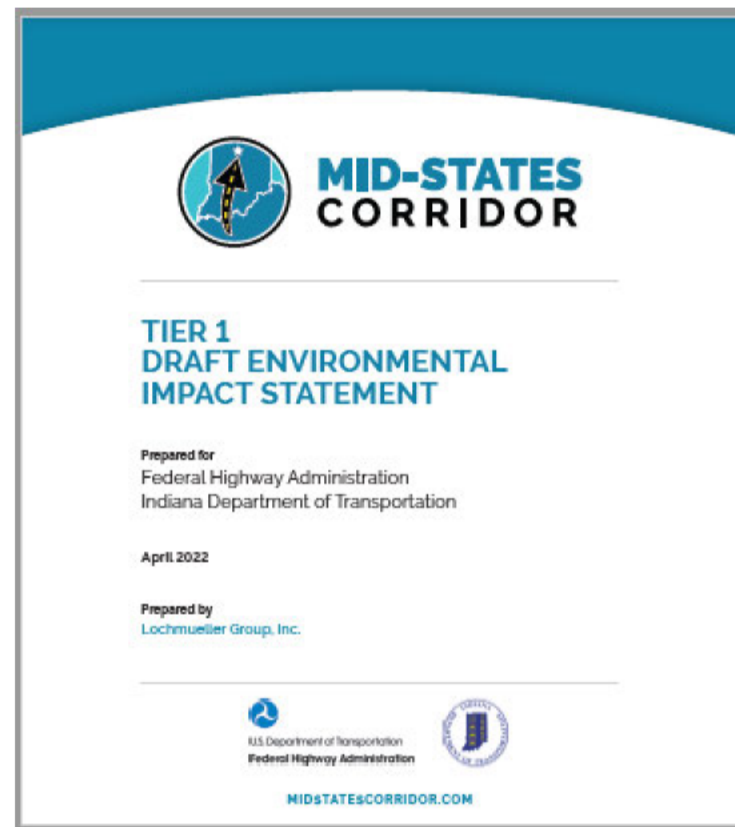
- Resumed in-person project office hours by appointment
- Resumed detailed analysis of Alts B, C, M, P & O (*Super 2 and Expressway*)
- Removed freeway alternatives from consideration
- Deferred facility-type decision to Tier 2
- Considered combinations of alignments (*east-west*) & facility types
- Considered upgrades to existing state facilities, such as U.S. 231



DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

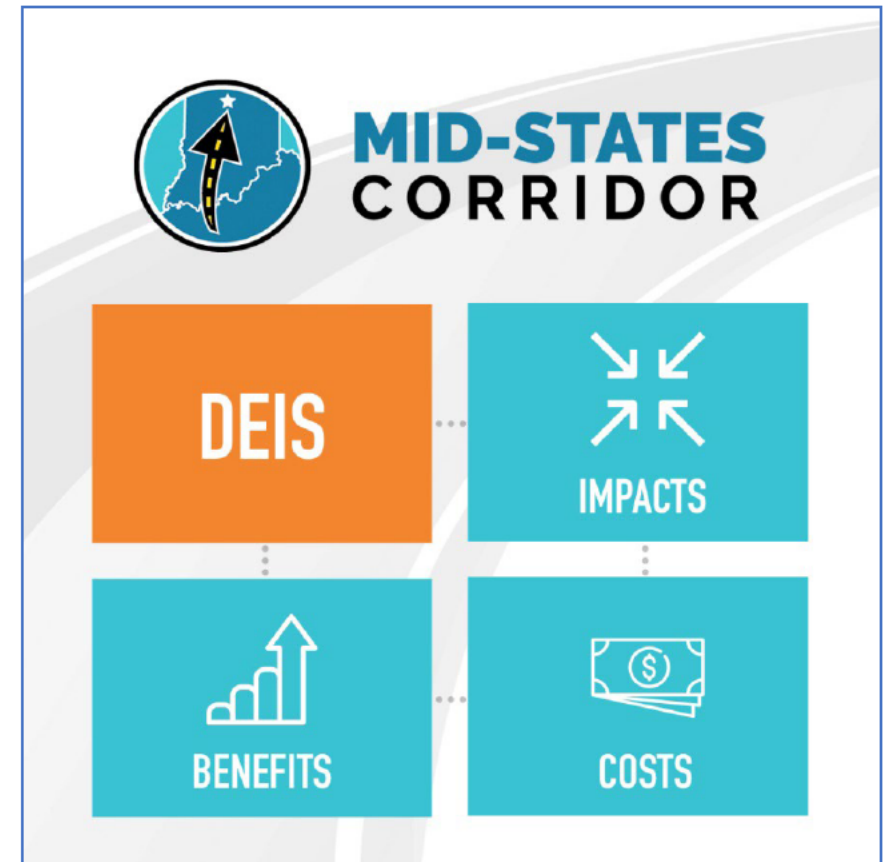


- Tier 1 DEIS published
 - Federal Register notice on April 15
- Detailed study required by National Environmental Policy Act (NEPA)
- Assesses benefits, impacts and costs
- Analysis detailed in DEIS chapters and appendices



INFORMATION IN THE DEIS

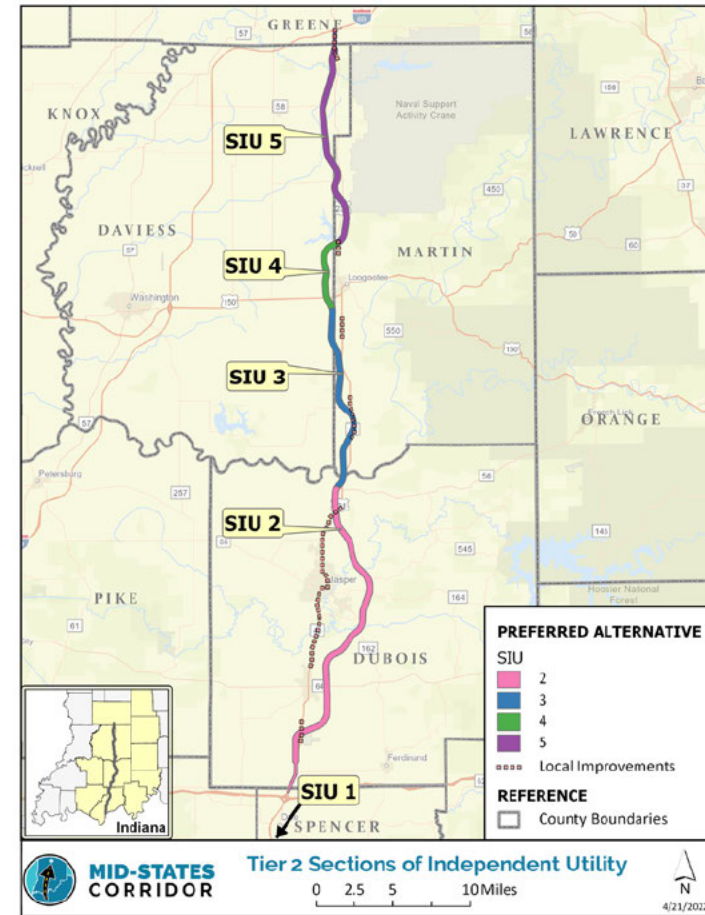
- Identifies preferred alternative
- Includes basis for selection of preferred alternative
- Includes key commitments associated with the project
- DEIS is available online and at several locations in the area



PREFERRED ALTERNATIVE

Alternative P is preferred corridor

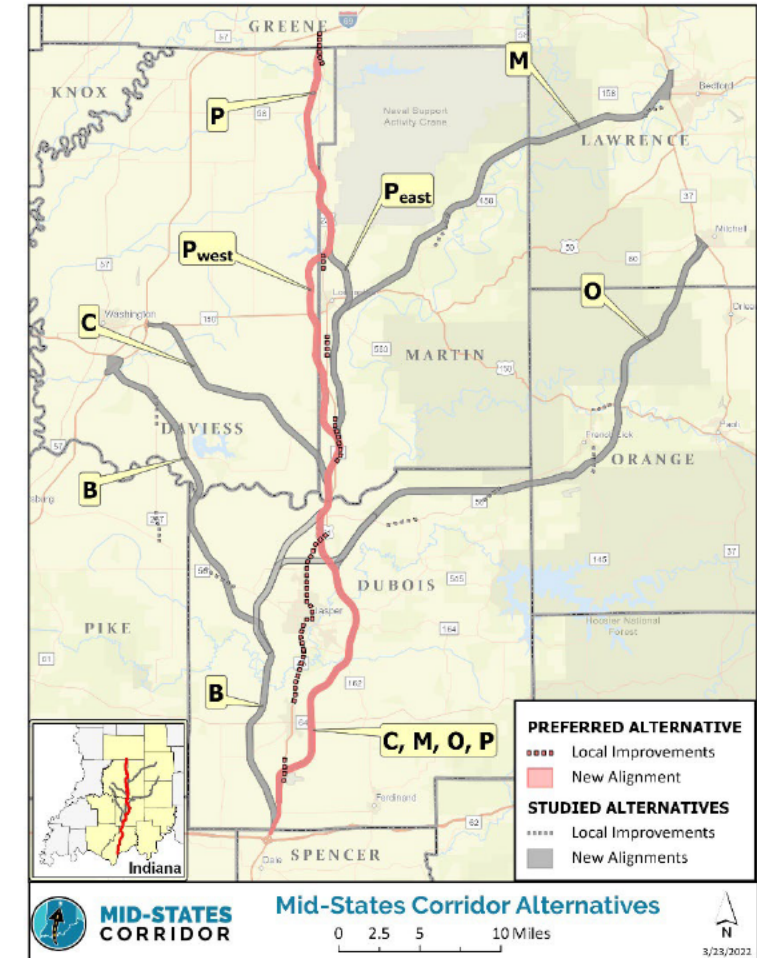
- Approximately 2,000' corridor
- Within which a Super 2, Expressway, or combination alignment will be identified during Tier 2
- 4 Sections of Independent Utility
- Also, includes a number of potential localized improvements along existing US 231



PREFERRED ALTERNATIVE

Alternative P is preferred corridor

- Produces the **best combination of benefits** in relation to defined goals
- **Lowest impacts to environmental resources** among Alternatives M, O and P that meet core Purpose and Need goals
- Comparably **low level of impacts to several key resources** including wetlands (smallest impacts) and karst features (none)



CORE GOALS OF THE CORRIDOR



- Increase accessibility to major business markets
- Provide more efficient truck/freight travel in Southern Indiana
- Increase access to major intermodal centers from Southern Indiana



- Best combination of benefits associated with the defined goals for the project
 - Most travel time saved to key destinations
 - Most annual truck hours saved
 - Most travel time saved to major multi-modal centers from Crane and Jasper
- Alternatives B and C fail to adequately address Purpose and Need core goals



- **Lowest impacts** to environmental resources among Alternatives M, O and P that adequately address Purpose and Need
- Alternative P produces a comparably **low level of impacts** for several key resources
- **Lowest cost** among Alternatives M, O and P



ADDITIONAL DETAILS



AGENCY POINTS OF INTEREST



MID-STATES
CORRIDOR

- Combination of alternatives
 - East vs West – Huntingburg & Jasper
- East vs West – Loogootee
- Facility type considerations
- Overall impact comparisons
- Local Improvements

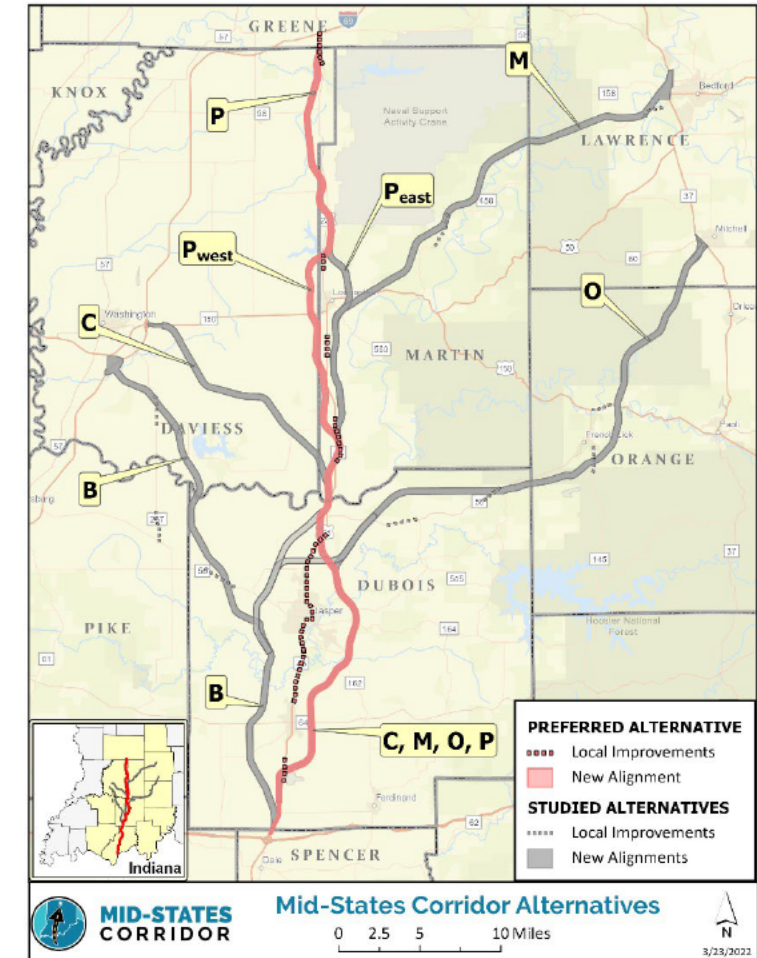
COMBINATION OF ALTERNATIVES

Approach

- Conduct analysis of east and west corridors around Huntingburg & Jasper
- Impacts
- Performance
- Alternative B – western option only

Determination

- Eastern option applied to Alternatives C, P, M & O



IMPACT OUTCOMES

Impact Resource*	Eastern Routes	Western Routes**	Performance ***
New Right-of-Way (Acres)	3,091	3,036	---
Total Parcels with Relocations (Count)	117	121	---
Floodplain Impacts (Acres)	534	465	---
Ponds (Acres)	17	21	E+
Wetland (Acres)	39	50	E+
Streams (Linear Feet)	70,200	75,000	---
Karst Areas (Acres)	234	234	---
Historic Sites (NRHP Listed or Eligible)	1	1	---
Historic Sites (Notable and Contributing Locations)	36	16	W++
Federally Listed Species (Miles within TES buffers)	22	20	---
Managed Lands (Acres)	20	10	W++
Forests (Acres)	1,308	1,104	---
Agricultural (Acres)	1,521	1,648	---
Prime Farmland (Acres)	493	623	E+

*Impacts are reported as averages for combined routes to the east and west

**Excludes Route B which diverts west to I-69

***Assigned weights to denote performance outcome: --- =not strongly separated, X+ =performance edge, X++ =strong performance edge

Table 2-3: Comparison of Section 2 Impacts Between Eastern and Western Corridors

PERFORMANCE OUTCOMES

Purpose and Need Factor*	Eastern Routes	Western Routes**	Performance ***
Accessibility, City Pairs (Total Minutes Saved, Six City Pairs)	19	17	---
Labor Force Access (Total Population Added within 30 Minutes, Five Cities)	13,500	8,000	E++
Accessibility, Major Intermodal Facilities (Total Minutes Saved, 12 City-Facility Pairs)	17	6	E++
Annual Truck Hours Saved (Average, Four Alternatives)	37,400	11,100	E++
Job Year Increases (2038 - 2050 – Average, Four Alternatives)	780	570	E+
Increases in Regional GDP (2038-2050 – Average Four Alternatives)	\$60	\$40	E++

*Factors are reported as averages for combined routes to the east and west.

**Excludes Route B which diverts west to I-69

***Assigned weights to denote performance outcome: --- =not strongly separated, X+ =performance edge, X++ =strong performance edge

Table 2-4: Comparison of Eastern and Western Corridor Purpose and Need Performance

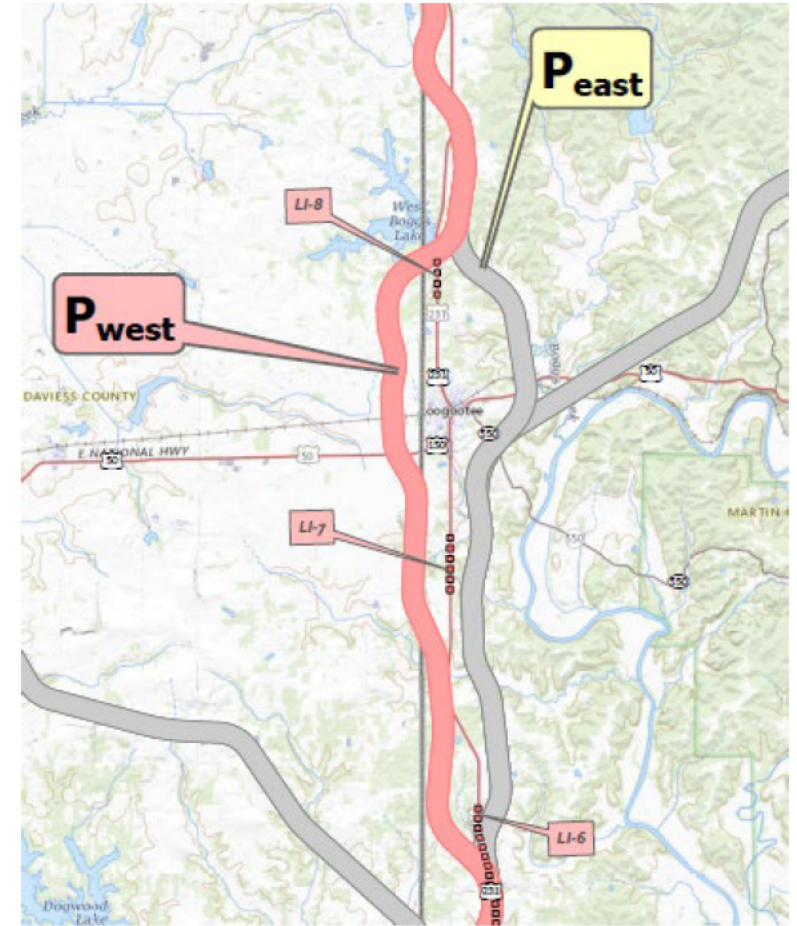
Loogootee Area

Similar Approach

- Conduct analysis of east and west corridors around Loogootee
 - Impacts & Costs
 - Performance is neutral

Determination

- Western option applied to Alternative P



IMPACT AND COST OUTCOMES



Metrics	Western	Eastern
Cost (\$millions)	124-166	192-202
Potential Relocations (agricultural, business, institutions, or residential)	12-16	18
Cultural - Above Ground Historic Sites (NHRP Listed or Potential Eligible)	12	14
Cultural - Archaeological Sites (NHRP Listed or Potential Eligible)	9	7
Cultural - Cemeteries	2	4
Agricultural - General (acres)	761-1,004	735-941
Agricultural - Prime Farmland (acres)	334-425	379-478
Managed Lands (acres/miles of trails)	12-18/1.3	12-18/1.3
Special Lands - Section 4(f) & 6(f)	2	0
Forests - Total (acres)	348-411	455-542
Forests - Core Blocks	1	4
Streams & Rivers [intermittent and perennial only] (miles)	4.4-5.3	5.8-6.4
Floodplains (acres)	134-160	221-261
Potential Wetlands (acres)	18-26	26-33
Potential Noise Impacts (# of receptors)	74-77	69-71

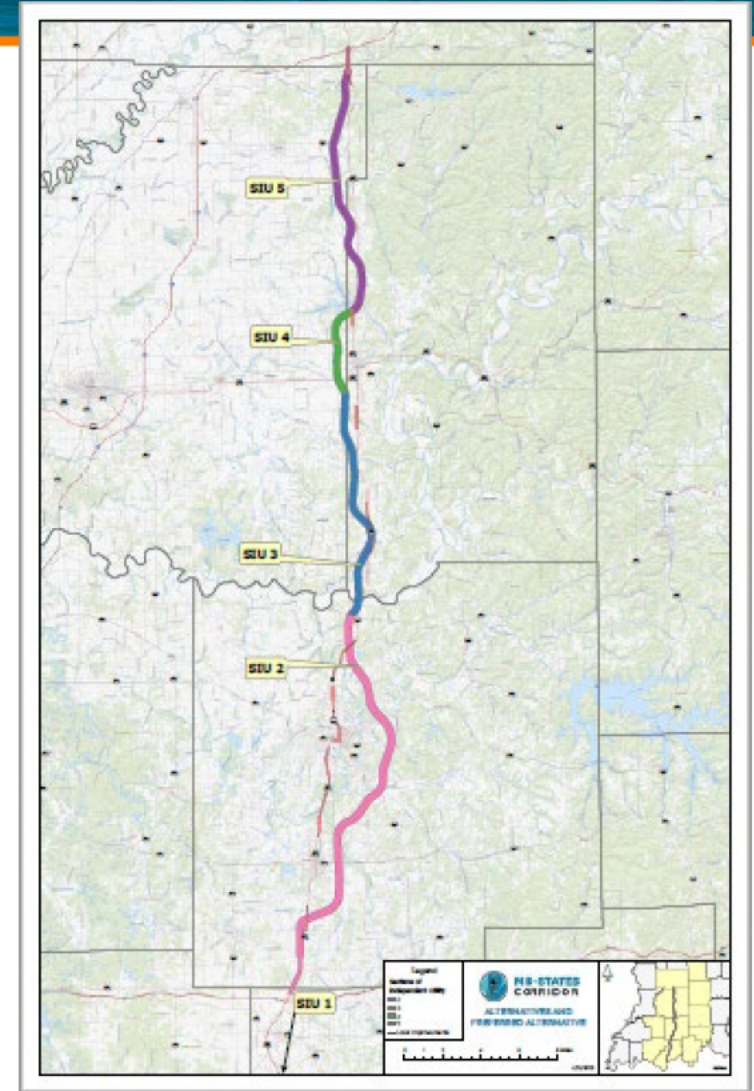
FACILITY TYPE CONSIDERATIONS

Look at a combination of facility types

- Freeway facility removed from consideration
- Super 2, Expressway, or some combination of both?

Determination

- Facility type decision made during Tier 2 studies
- Facility type can vary from SIU to SIU



COMPARISONS – BENEFITS



	Metrics/Units	Alternative B	Alternative C	Alternative M	Alternative O	Alternative P
Benefits	Sum of time saved from all locations to key destinations/ Minutes (Core Goal 1)	8-10	16-17	30-35	19-23	25-43
	Increase in Labor Force Access to all destinations/ # Persons (Core Goal 1)	15,300-17,600	4,500-5,000	10,200-11,000	26,300-26,900	10,400-11,200
	Sum of time saved from Crane & Jasper to major rail & air multi-modal centers/ Minutes (Core Goal 7)	4-8	3-4	17-22	11-13	24-35
	Annual Truck Hours Saved/ Vehicle Hours Travel (Core Goal 2)	(-11,400)-150	1,800-34,150	7,800-35,900	(-3,000)-18,250	8,400-36,850

COMPARISONS – COSTS



	Metrics/Units	Alternative B	Alternative C	Alternative M	Alternative O	Alternative P
C o s t s	Total Miles (SR66 / US231 to I69) / Miles	33	41	62	53	54
	Total Construction Cost + Contingency / \$ Millions	449-576	544-759	1,105-1,395	1,074-1,320	735-1,052
	New Right-of-Way / acres	2,220-2,525	1,900-2,403	4,138-4,900	3,162-3,730	2,497-3,226

COMPARISONS – IMPACTS



	Metrics/Units	Alternative B	Alternative C	Alternative M	Alternative O	Alternative P
K e y I m p a c t s	Potential Relocations (agricultural, business, institutions, or residential) / #	90-96	92-116	187-214	141-189	109-149
	Cultural – Above Ground Historic Sites (NRHP Listed or Potentially Eligible)/ #	0	5	2	15	8
	Cultural – Archaeological Sites (NRHP Listed or Potentially Eligible)/ #	23-27	44-57	48-60	35-45	28-50
	Cultural – Cemeteries / #	5	1	3	6	4
	Agricultural – General / acres	1,517-1,763	1,082-1,408	1,465-1,857	1,091-1,381	1,354-1,832
	Agricultural – Prime Farmland / acres	531-602	234-321	571-724	304-378	520-733
	Protected Species – Potential Presence Within 2 miles / # of species (Federal)	6	5	9	10	11
	Protected Species – Indiana Bat Forests within maternity area/ acres	206-223	62-86	1,418-1,603	380-431	228-282
	Protected Species – Indiana Bat Forests within hibernacula area/ acres	0	0	0	493-516	0
	Protected Species – Northern Long-Eared Forests within maternity area/ acres	130-135	12-Sep	841-954	294-327	161-188
Protected Species – Northern Long-Eared Forests within hibernacula area/ acres	0	0	651-712	1-2	0	

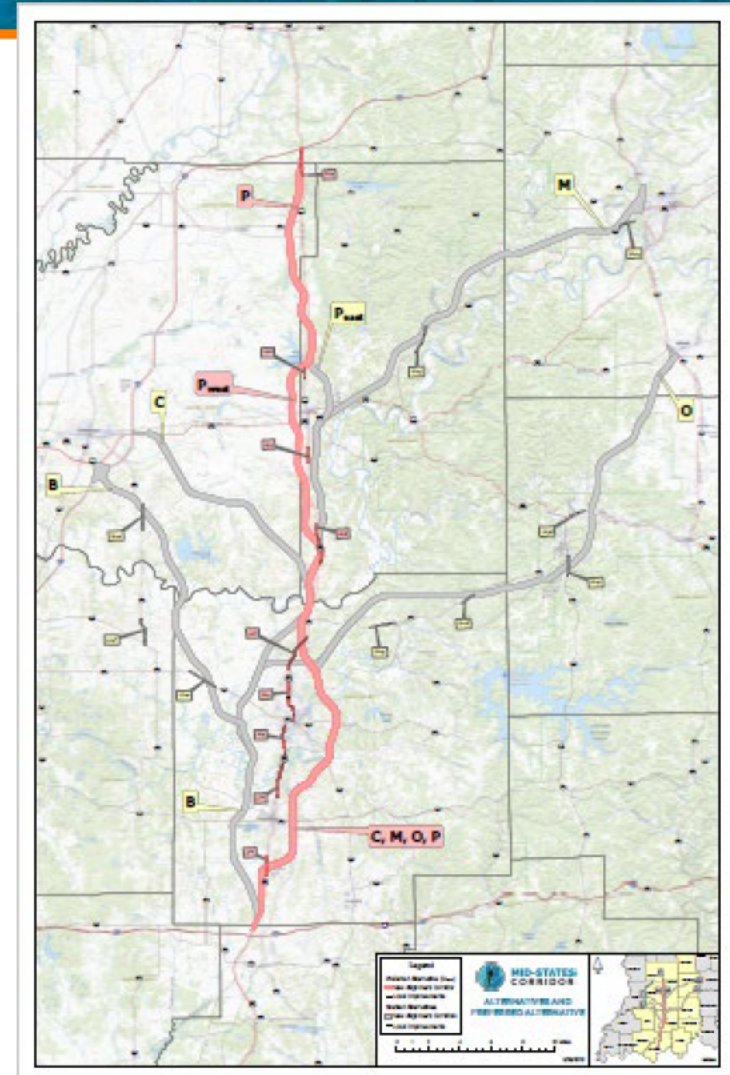
COMPARISONS – IMPACTS



	Metrics/Units	Alternative B	Alternative C	Alternative M	Alternative O	Alternative P
K e y I m p a c t s	Managed Lands / acres/miles of trails*	2 / 0.3	7-12 / 0.5	34-48 / 0.6	7-12 / 0.5	12-18 / 1.3
	Special Lands – Section 4(f) & 6(f) / #	0 / 0	0 / 0	2 / 0	0 / 0	1 / 1
	Forests – Total / acres	312-347	424-55	1,994-2,311	1,588-1,756	629-923
	Forests – Core Blocks / #	2	7	18	16	7-10
	Potential Karst Features (caves, springs, and sinkholes) / #	0**	0	87	58	0
	Streams & Rivers (intermittent and perennial only) / miles	7-8	6-7	12-14	11-13	8-11
	Floodplains / acres	394-441	380-470	957-1,092	389-452	419-607
	Potential Wetlands / acres	76-84	46-56	98-111	46-55	39-56
	Potential Noise Impacts / # Receptors	58-60	51-54	72-74	80-82	69-7
<i>*Includes planned trails</i>						
<i>**Alternative B has one known sinkhole present along the corridor, but this sinkhole is not associated with Karst</i>						

LOCAL IMPROVEMENTS

- Looked at existing facility upgrades
- Some potential benefits in terms of localized safety and congestion
- Two-pronged approach
 - Series of upgrades to existing facilities with each route
 - Match with each route
 - Produce short- and long-term enhancements
- Improvements are illustrative



NEXT STEPS



NEXT STEPS

- Formal comment period through May 31
- Project Team will consider all comments
- Refinements may be made to the Preferred Alternative
- Preparation of Tier 1 Final Environmental Impact Statement (FEIS)
- FEIS will include responses to comments
- Tier 2 studies will follow



STILL TO BE DETERMINED

- Right-of-way has not been determined
- Preferred alternative is 2,000-foot corridor
- Specific alignments approximately 200 to 500 feet won't be determined until Tier 2
- No timetable for the start of Tier 2 studies for each of the 4 Sections of Independent Utility
- Each Tier 2 study is expected to take about 2 years to complete
- Timing for US 231 local improvements still to be identified



STAY INFORMED



midstatescorridor.com



Mid-States Corridor



@MidStatesStudy



812-482-3116



Text MidStates to
33222 for project alerts



info@midstatescorridor.com



MID-STATES CORRIDOR



MID-STATES CORRIDOR

Agency Coordination Meeting Summary 05/05/2022

Date of Meeting:	May 5 th , 2022	Re:	Agency Coordination Following Publication of the Tier 1 DEIS
Location:	Vincennes University Jasper Campus, CTIM Room #230	Issue	May 23 rd , 2022
Submitted By:	Lochmueller Group	Date:	
In Attendance: (In Person)	Michelle Allen Travis McQueen Michael Buening Jonathan Sutterer Todd Thompson Victoria Leffel Kyanna Wheeler Rose Kaforski Robin McWilliams-Munson Jason DuPont David Goffinet Bryan Cross Michael Grovak Rusty Yeager	Representing:	FHWA Huntingburg Airport INDOT Multimodal INDOT GEDP IGS IGS INDOT USFWS USFWS Lochmueller Group Lochmueller Group Lochmueller Group Lochmueller Group Lochmueller Group
In attendance: (Virtually)	Bobb Beauchamp Deb Snyder Danny Gautier Danielle Kauffmann Patrick Carpenter Liz Pelloso Ryan Clemens Erik Sandstedt Seyed Shokouzadeh James Turner Laban Lindley Hector Santiago Kenneth Westlake Christian Walker Matthew Coon Laura Hilden	Representing:	FAA USACE DNR IDNR-DHPA INDOT-CRO USEPA BMCMPPO HUD Evansville EMPO IDEM USACE NPS USEPA IDEM Groundwater INDOT-CRO INDOT



April 25, 2023

Page 2

Matt Buffington	IDNR
Wade Tharpe	IDNR-DHPA
Anuradha Kumar	INDOT-CRO
James Kinder	INDOT-Multimodal
Pat Martin	BMCMPPO
Brian Royer	IDNR Oil & Gas
Alisha Turnbow	IDEM Groundwater

Introduction:

Jason DuPont began the meeting with brief introductions of the participating agencies and their representatives present for the meeting. After introductions, Jason delivered a presentation summarizing the project status and findings of the Tier 1 DEIS, including a discussion of the public hearings held prior to the Agency Coordination Meeting. The presentation concluded with virtual fly-over of the preferred corridor (Alternative P) using ESRI map services to highlight areas and/or resources of special interest. Questions and comments began during the virtual map tour and continued after its conclusion. In many cases, the map was used as a reference while elaborating on questions about the route alignment. Once all questions and comments were addressed the meeting was adjourned and instructions were given to direct any future inquiries to members of the project team. Below is a list of the questions and comments provided during the meeting:

Questions/Comments:

Matt Buffington, Question: Can you show where Buffalo Pond is [on the map]?

Answer: The Buffalo Pond area was revisited on the map.

Liz Peloso, Question: HEC asked to extend the formal comment period. How are you [Project Team] handling that request?

Answer: The request to extend the comment being is being evaluated and we will notify all participating agencies of the decision when it is made. This response is anticipated in the next few days. [Subsequent to the meeting the comment period was extended to June 14th, an email notification was provided to participating agencies on May 10th.and the amended federal register notice was published on May 20th.]

Seyed Shokouzadeh, Question: What is the median population/travel growth for the corridor?

April 25, 2023

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Answer: A population median growth rate is not quantified in the DEIS. Population growth was forecasted on a zone-by-zone basis in the study.

Within the 12-county Study area, growth rates per se were not used or applied to determine 2045 Forecast Year population and employment. Attached is **Section 2.5 of Appendix T – Travel Forecasting Model Documentation**. It describes how the 2045 Mid-States’ model population and employment directly incorporated forecasts from the Indiana Statewide Travel Demand Model (ISTDM). Changes between the base and forecast years was determined using population and employment changes in the ISTDM. These processes did not use growth rates.

Detail has been added to this section since publication of the DEIS. The question asked by EMPO at the Agency meeting prompted adding detail to describe separately the processes for forecasting future year employment and population. These modifications will be included in **Appendix T** in the FEIS.

Liz Pellosa, Question: Requested that an ESRI map or KMZ file of the aerial map and routes be shared with the participating agencies.

Answer: The interactive map was made available to Ms. Pellosa on May 11th.

Liz Pellosa, Question: Are there are still issues with the Runway Protection Zone (RPZ) to the west? It was an issue with 231, is it with the proposed corridor?

Answer: The proposed corridor is currently outside of the RPZ west of the Huntingburg Airport.

Michael Buening, Comment: There may be future plans to extend the Huntingburg Airport runway even further beyond the recent extension. As part of the extension and potential upgrades, the RPZ surrounding the runways would change in size.

Answer: The proposed corridor does not currently conflict with any of the exclusion zones around the Huntingburg Airport and should be sufficiently far from areas of concern to accommodate future expansions as well. All necessary precautions will be taken during construction. Changes regarding the future of the Airport and any changes to the anticipated alignment will be communicated between INDOT and the Airport Authority.

Bobb Beachamp, Question: Do you [Project Team] know what the improvements to 231 west of the Airport will be?

Answer: The local improvement at this location could be an added passing lane. The preliminary planning for these local improvements included widening/right of way addition only to the west of the working alignment. No changes were assumed to right of way to the east to avoid encroaching onto the airport property. The current local improvement plan is illustrative and will be defined during Tier 2 with specific right of way needs.

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Page 4

Robin McWilliams-Munson, Question: What are the yellow hatched areas on the map?

Answer: Yellow hatching on the map depicts NWI Wetlands and the blue shading indicates floodplains. Additionally, KMZ files of the corridor alignments and preferred alternative were shared with Ms. McWilliams-Munson on May 10th.

Matt Buffington, Question: Is the Western shift near Buffalo Pond to stay out of the wetlands east of the Corridor?

Answer: Yes, the intent was to minimize wetland impacts in this area. Although, the shift moved the corridor closer to Buffalo Pond nature preserve, the intent was to avoid wetland impacts.

Liz Pelloso, Question: What are the little circles on the map that look like wheels?

Answer: Those icons indicate water wells from the IDNR database.

Danny Gautier, Comment: Getting so close to Buffalo Pond site does cause concerns over impacts with drainage from construction, future use, and runoff from pavement. Moving further east may help.

Response: Factors such as drainage and similar construction impacts will be considered while making alignment decisions near critical resources during the Tier 2 process.

Robin McWilliam-Munson, Question: Is there a possibility of using existing 231 R/W along Slate Creek floodplain?

Answer: Yes, that is a possibility with the implementation of a local improvement and the corridor alignment.

Danny Gautier, Question: Will the desired buffer from Crane require impacts to the core forest or can the road go where there is no forest [Referencing the SW corner of Crane]?

Answer: That will be coordinated further with representatives from Crane in the Tier 2 study.

Matt Buffington, Question: Is the west route around Loogootee preferred?

Answer: Yes, that is the preferred Alternative per the Tier 1 DEIS.

Matt Buffington, Comment: The DEIS seemed to want east versus west alternative comments (in reference to Loogootee area).

Response: Yes, that is an area where comments from local members of the public would be useful in the decision-making process. But currently, the west alternative is preferred.

Brian Royer, Comment: The west route around Loogootee does encounter an orphaned gas well that will have to be plugged or dealt with.

April 25, 2023

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Response: That is an element that we may encounter, but we are prepared to handle those situations as the project progresses. Specific commitments associated with affected wells would be developed during Tier 2 for implementation during construction.

Kenneth Westlake, Question: Could you characterize the public reaction to the project to date, please summarize the reactions to date?

Answer: The Public hearings were both quite well attended with between ~ 450-550 people at each location. Both meetings had approximately 20-25 speakers provide verbal comments. There is a "Stop Mid-States" website and other public opposition, but there is public support for the project as well.

Kenneth Westlake, Question: Is the organized opposition group advocating for the no-build alternative, or a specific alternative course of action?

Answer: They have advocated for the no-build as well as improvements of existing 231.

Kenneth Westlake, Question: What are you hearing from the business community given that the freight movement is a central part of the Purpose and Need?

Answer: That has been a large concern, especially in areas like Dubois County. Many business owners have identified their need for improved freight movements.

Kenneth Westlake, Question: Do business leaders identify with your preferred alternative? Have they embraced a given alternative or do they just generally want a better route from southern Indiana to Indianapolis?

Answer: Yes, many support the Preferred Alternative due to its performance. They have also stated the general need for improved accessibility.

Kenneth Westlake, Question: Are you hearing concerns from French Lick businesses that the eastern alternatives are no longer being considered?

Answer: Those businesses have not voiced concerns or issues with the preferred alternative to date, but that may change.

Robin McWilliams-Munson, Question: What area are the impacts shown on the summary table in the presentation?

Answer: The ranges shown on the impact summary table were determined based on a working alignment, which shows anticipated Right-of-Way for Expressway and Super 2 facilities. The impacts should be reasonable magnitude for potential right-of-way level. These impacts do not represent the entire study corridor. At this level, the working alignment is centered within the corridor for estimating potential impacts and cost.

April 25, 2023

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Robin McWilliams-Munson, Question: Is that area included in the atlas [of the DEIS document]?

Answer: Yes, the working alignment is shown in the Atlas.

Kenneth Westlake, Question: With the Super 2 and Expressway options in Tier 2 have you identified areas where grade separated interchanges may be incorporated?

Answer: It is premature to address at this point; However, the working alignment included estimated access plans, but those plans will likely change through the Tier 2 study evaluation process and additional project outreach to the public.

Deb Snyder, Question: Are we [the participating agencies] getting all the KMZ files?

Answer: The interactive map was made available to Deb on May 11th.

Kenneth Westlake, Comment: Please notify all of us [the participating agencies] if/when a decision is made to extend the formal comment period.

Answer: The formal Comment Period has been extended until June 14th, 2022.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

From: Jason DuPont

Sent: Monday, February 27, 2023 4:29 PM

To: Robin McWilliams-Munson (Robin_McWilliams@fws.gov); jerry.raynor@usda.gov; rick.neilson@usda.gov; john.allen@usda.gov; Patricia_Trap@nps.gov; mwro_compliance@nps.gov; hector_santiago@nps.gov; Melanie.H.Castillo@hud.gov; Erik.R.Sandstedt@hud.gov; Deborah D LRL Snyder (Deborah.D.Snyder@usace.army.mil); Michael.S.Ricketts@usace.army.mil; Julian Courtade - Indiana Department of Transportation (jcourtade@indot.in.gov); PE Michael W. Buening (mbuening@indot.in.gov); jkinder@indot.in.gov; Travis McQueen; bobb.beauchamp@faa.gov; kyle.c.dorf@faa.gov; dbortner@dnr.in.gov; Csmith@dnr.in.gov; cstanifer@dnr.in.gov; bmccord@dnr.in.gov; Hilden, Laura; Matt Buffington (mbuffington@dnr.in.gov); Danielle Kauffmann - Department of Natural Resources (dkauffmann@dnr.in.gov); Wade Tharp (WTharp1@dnr.IN.gov); rmueller@dnr.in.gov; rretherford@dnr.in.gov; Randy Braun (RBRAUN@idem.IN.gov); James Turner - Indiana Department of Environmental Management (jturner2@idem.in.gov); mprater@idem.in.gov; brockens@idem.in.gov; mstuckey@idem.in.gov; pdorsey@idem.in.gov; dlouks@idem.in.gov; lschrowe1@idem.in.gov; tthomps@indiana.edu; Eric Washburn (Eric.Washburn@uscg.mil); David.A.Orzechowski@USCG.mil; Stephen_tryon@ios.doi.gov; kamick@fs.fed.us; Carpenter, Patrick A; Herrell, Michelle (FHWA); erica.tait@dot.gov; cwalker1@idem.in.gov; aturnbow@idem.in.gov; environmentalreview@dnr.in.gov; sshokouhzadeh@evansvillempo.com; martipa@bloomington.in.gov; clemensr@bloomington.in.gov; dgautier@dnr.in.gov; Royer, Brian; Peloso.Elizabeth@epa.gov; christopher.thornton@usda.gov; Laban.c.lindley@usace.army.mil; Bales, Ronald; Wheeler, Kyanna; Corbin, Daniel; Carpenter, Patrick (FHWA); Gelaye, Abell (FHWA); maschroeder100

Cc: David Goffinet; Michael Grovak; Bryan Cross; Lucas Foertsch; Nicole Minton; Rusty Yeager

Subject: Mid-States Corridor EIS Refined Preferred Alternative P (DES# 1801941)

Attachments: Refined Preferred Alternative P - Logoootee_2023-02-24.pdf; Refined Preferred Alternative P -Overview_2023-02-27.pdf

Dear Agency Partners,

Thank you for your continued participation in the Mid States Corridor Project. The collaboration provided by this group is a valuable resource to the study. Based on additional progress with the project, the Mid States Corridor Project Team would like to share with you refinements to the Preferred Alternative P. These include added variations of Preferred Alternative P in the Loogootee area. These are being added in response to community feedback and comments on the Draft Environmental Impact Statement (DEIS) that was released in April 2022. That preferred alternative followed a path west of Loogootee. The three additional variations include one that uses the path of 231 through Loogootee, and two variations east of Loogootee (please see the included maps). These refinements are limited to the smallest Section of Independent Utility (SIU) associated with Loogootee and identified as SIU 4 in the DEIS. Local officials and other commenters asked INDOT to consider these variations to minimize the potential for negative impacts to Loogootee's local economy. These variations have the potential to support enhanced economic activity in

Martin County and were also proposed to reduce potential impacts to the Amish community's travel patterns.

Alternative P remains the preferred alternative. End-to-end, impact ranges differ little for the new variations from those shown in the DEIS and the performance on core goals of the project vary insignificantly with the refinements. These refinements in the Loogootee area provide flexibility to further address key input as the project develops. They do, however, require further and more detailed study to select a final alignment in that area, which is appropriate for Tier 2 studies.

Identifying a single variation at Loogootee is not yet ripe for determination. That will require detailed, localized economic studies, traffic studies and public outreach, including surveys, in Loogootee and Martin County. These activities are appropriate for conducting during Tier 2 Studies. Accordingly, INDOT plans to share four variations identified for Alternative P in the FEIS/ROD in this area as shown on the attached maps. A single variation will be selected during the Tier 2 NEPA analysis in SIU 4 for the project based on review of these local economic considerations, environmental resource impacts, and costs in coordination with our participating agencies. INDOT has developed an outreach plan to inform elected officials, stakeholders and the public about the added variations in SIU 4. A video presentation illustrating the changes will be posted on the project website at www.MidStatesCorridor.com. A press release will notify the media of the added variations and offer interview availability to promote the updated information broadly within the community. Email and text blasts, social media posts, and fliers posted in libraries and other public facilities will direct the public to the video. Updated materials showing the additional variations will also be available for review at several area locations including the Mid-States Corridor Project Office, INDOT offices in Vincennes and Indianapolis and libraries in Dale, Ferdinand, Huntingburg, Jasper, Dubois, Otwell, Shoals, Loogootee and Bloomfield. The information will also be shared at the next Section 106 Consulting Parties meeting to provide additional details on cultural resources. In addition, we are scheduling an additional Amish outreach meeting to share and discuss the new variations with their community. A copy of the video presentation is being shared with you in advance of the public announcement. The video can be accessed via the following link: <https://youtu.be/hM0P8VfL4uw> A combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) is expected from the Federal Highway Administration in mid-2023. That Record of Decision will include responses to comments on the DEIS and

signify the end of the Tier 1 Study. A timetable for Tier 2 Studies is still being determined. In the Tier 2 Studies final alignments will be identified within the corridor selected in Tier 1. This includes the actual right-of-way, that is anticipated to be 200 to 500 feet wide. Please let me know, if you would like further information or to schedule a follow up meeting. Public input is being requested within a 30-day period following the release of this information and we would appreciate any input that you have on these refinements by March 31, 2023.

Respectfully,

Jason DuPont, PE

Director of Environmental Services - Principal

Lochmueller Group

Direct: 812.759.4129

Mobile: 812.459.4403

From: Turner, James <JTurner2@idem.IN.gov>

Sent: Monday, February 27, 2023 4:57 PM

To: RANDOLPH, JASON <JRANDOLP@idem.IN.gov>; Jason DuPont <jdupont@lochgroup.com>

Subject: FW: Mid-States Corridor EIS Refined Preferred Alternative P (DES# 1801941)

EXTERNAL

Jason,

I expect Jason Randolph will be handling the permitting for this project. I don't see his email in the list. If it's not in

there, please add it in.

Thanks for your help,

Jay

JTurner2@idem.in.gov | IDEM Office of Water Quality | 317-450-7054

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>

Sent: Tuesday, March 7, 2023 7:15 AM

To: Jason DuPont <jdupont@lochgroup.com>

Subject: RE: Mid-States Corridor EIS Refined Preferred Alternative P (DES# 1801941)

EXTERNAL

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height.

Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski

Project Manager

INDOT Office of Aviation

(317) 495-4875

tlewandowski@indot.in.gov

www.aviation.indot.in.gov

From: "Allen, John - FPAC-NRCS, IN" <john.allen@usda.gov>

Date: March 16, 2023 at 2:04:01 PM CDT

To: Jason DuPont <JDuPont@lochgroup.com>

Subject: Re: [External Email]Mid-States Corridor EIS Refined Preferred Alternative P (DES# 1801941)

EXTERNAL

Hi Jason,

Again, nice talking with you on the phone earlier today. With the various routes and the length of them as well as land uses, the impact to prime farmland could be much different. The soils can change tremendously over short distances for most of Indiana, and this area is no different. Soils have a varying degree of impact to farmland depending on the type and land use. Some soil types are not an impact to prime farmland depending on various properties, slope, etc. Let me know when you decide on a route and the amount of permanent ROW being acquired, and i can do an environmental review for the route or multiple routes.

Thanks!

John

John Allen

State Soil Scientist

USDA-Natural Resources Conservation Service

6013 Lakeside Boulevard

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·



March 17, 2023

Jason DuPont, PE
Director of Environmental Services
Lochmueller Group
6200 Vogel Road
Evansville, Indiana 47715

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Mid-States Corridor EIS Refined Preferred Alternative P, for the Tier 1 Mid-States Corridor
Project (Des. No. 1801941; DHPA No. 24215)

Dear Mr. DuPont:

Pursuant to the National Environmental Policy Act of 1969 (“NEPA”; 42 U.S.C. § 4321 *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, Indiana Code 14-21-1, and 312 Indiana Administrative Code 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the materials submitted digitally via attachments to your e-mail message dated February 28, 2023, and received by our office the same day, relating to the Tier 1 Mid-States Corridor Project (Des. No. 1801941; DHPA No. 24215).

As previously indicated, it is our understanding that the assessment of potential impacts to archaeological and above-ground properties within the preferred alternative corridors will be undertaken as part of the Tier Two studies. We will await reports on those kinds of resources before expressing opinions on the significance of, and impacts on, specific properties. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

Additionally, as previously indicated, our comments during this NEPA review process will be offered largely from a Section 106 or an Indiana state historic preservation and archaeology law perspective. In some cases, when we comment under Section 106 or state law, our comments will stand as our NEPA comments, as well, so that we can avoid repeating our comments solely for NEPA purposes.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. In future correspondence about the Mid States Corridor project (Des. No. 1801941), please refer to DHPA No. 24215.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:TLG:tlg

emc: Patrick Carpenter, FHWA
Matt Coon, Ph.D., INDOT

Gary Quigg
March 17, 2023
Page 2

Susan Branigin, INDOT
Jason DuPont, Lochmueller Group
Gary Quigg, Lochmueller Group
Chad Costa, Lochmueller Group
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From: Buffington, Matt <MBuffington@dnr.IN.gov>
Sent: Monday, March 27, 2023 1:18 PM
To: Jason DuPont <jdupont@lochgroup.com>
Cc: Gautier, Daniel <DGautier@dnr.IN.gov>
Subject: RE: Mid-States Corridor EIS Refined Preferred Alternative P (DES# 1801941)

EXTERNAL

Jason,

Some limited comments are below. If you have any questions, please let me know.

The proposed alternatives in the Loogootee area appear to have varied impacts to natural resources. In general, the impacts increase from west to east, meaning the western alternative appears to have the lowest likely impacts.

At the north end of P4 where it curves in a NW/SE alignment, West Boggs Creek runs roughly parallel to the alignment and in the middle of the corridor. It seems quite likely that the creek would be impacted by this alternative, either directly by relocation and/or stream crossings or indirectly by new road runoff and potential loss of the wooded buffer. It appears that these impacts are avoidable given the other alternatives. Impacts to West Boggs Creek seem to decrease as you move west through the alternatives.

In P4 and to a lesser extent in P3, forest impacts appear more significant than P1 or P2. This is more noticeable around US 50 and south. There is a large wooded area associated with an unnamed stream that flows southeast and directly to the East Fork White River, and P4 would cut right through this area. P3 would likely impact it as well.

Southeast of West Boggs Lake, there is a violation and mitigation site that appears to be along the northeast edge of P4 (see image below). This area needs to be avoided.

P2 may offer a little more buffer around West Boggs Lake than P1, but P2 may also have slightly greater impacts to forests and streams than P1.