



**MID-STATES
CORRIDOR**

APPENDIX GG – MANAGED LANDS IMPACT ANALYSIS

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for

Indiana Department of Transportation

Mid-States Corridor Regional Development Authority

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Prepared by

Mid-States Corridor Project Consultant





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MANAGED LANDS IMPACT MAPS & DESCRIPTIONS

Introduction

The following substantive changes have been made to this section since the Draft Environmental Impact Statement (DEIS) was published:

- During the Screening of Alternatives, preliminary Alternative R was evaluated before being removed from further consideration. Alternative R consists of upgrading US 231 from I-64 to I-69. Many comments on the DEIS requested further consideration of an upgrade of US 231 in addition to the five alternatives presented in the DEIS. In response to these comments, this FEIS further evaluates the costs, impacts and benefits of Alternative R. See **Section 2.5.1** for details about Alternative R.
- Multiple comments were received from local officials in Loogootee and Martin County about the alignment of Alternative P in Martin County, in particular in the vicinity of Loogootee. The DEIS showed Alternative P with an alignment west of 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 Preferred 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.

- Additional classified forests, wildlands, managed lands, and trails have been added to the summary below. If a managed land was within the 500- or 1,000-foot buffers of the previously studied alignments and are now within the proposed alignment of RPA P or Alternative R, they have been listed in their original location in this document, as well as under the section discussing the managed lands that are within the working alignments.
- Additional managed lands were identified within the working alignments of RPA P and Alternative R. Other managed lands that were previously within the 500- or 1,000-foot buffer of the working alignments is within the working alignment for Alternative R.
- A portion of one additional classified forest is within the working alignment of Alternative R. There were no additional wildlands within the working alignments for RPA P and Alternative R.
- Additional planned trails in Dubois County, the City of Jasper and the City of Huntingburg were identified. These were impacted by all alternatives except for Alternative B.



- Additional trail systems are within the 500- or 1,000-foot buffer for either RPA P or Alternative R.

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

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

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

Summary of Managed Lands Impacts

Managed land impacts are summarized in **Section 3.27.3**. **Figures 1-39** show a map of each potential impact. Detailed calculations showing these impacts by Section, Alternative or type are provided in **Tables 1-10**. These impact breakdowns show:

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

The following potential impacts to managed lands were identified:

- Managed Lands



- Managed lands that are within the at least one alternative’s working alignment include:
 - **Martin State Forest** – This property contains 26 campsites and offers hunting and picnicking areas. Three lakes, Martin Lake, Hardwood Lake and Pine Lake, are open to fishing. The Hoosier Woodland Arboretum offers trails and tours. Multiple hiking and mountain bike trails totaling seven miles also exist on the property. The analysis identified between 27 -35 acres of potential impacts by Alternative M. (**Figure 20**) There also is a small area of the Martin State Forest at I-69 near US 231. It is used for wildlife conservation and is incorporated into the IDNR Martin State Forest Management Plan. It is not impacted by any alternative, but is within both the 500- and 1,000-foot buffers around Alternatives P, R and RPA P. (**Figure 37**)
 - **Daviess-Martin County Park (West Boggs)** – This park is owned and managed by Daviess-Martin Joint County Parks and Recreation Department and is open to the public Impacts are categorized under “IDNR Managed.” The park has been self-sufficient since 1996 and does not use tax money to operate. The park features a fishery, a beach area, playground, camping, and trails. The analysis identified less than 1 acre of impacts by Alternative P. (**Figure 9**)
 - **WRP Huntingburg** – Impacted Wetland Reserve Program (WRP) properties were identified for Alternatives C, M, O, and P. The Super-2 variations for these four alternatives would each impact approximately 4.5 acres and the expressway variations would each impact approximately 10 acres. (**Figure 32**)
 - **Highway 37 WRP** - Impacted Wetlands Reserve Program (WRP) properties were identified for Alternative M and are less than 1 acre for both the Super-2 facility and the expressway facility types. (**Figure 16**)
 - **Indiana Forest Bank (Gantz Woods)** - Private forest owners work with the Forest Bank to receive guaranteed annual payments based on their properties’ standing timber. The Forest Bank preserves biodiversity using environmentally sound methods, while also yielding reasonable economic return to landowners. The Forest Bank provides and protects rural viability, landscape and scenery, biodiversity, water viability, soil quality, resilience to natural hazards, and climate regulation with carbon storage. The analysis identified 5-6 acres of impacts by Alternative P and RPA P, and 12 acres of impacts by Alternative R. (**Figure 17**)
 - **Martin County Fairgrounds** – This is a publicly owned facility and is partially occupied by Purdue Extension Martin County for research and public education. The corridor for Alternative M has been reduced at this location to avoid potential impacts. Inconsistencies with parcel boundaries are present and potential right-of-way acquisition of less than a quarter acre



may be required at the periphery of the property; however, avoidance is anticipated once actual boundaries are determined. (Figure 33).

- **Barnes-Seng (Jasper Marsh) Wetland Conservation Area** - This area is owned and managed by the Indiana Department of Natural Resources and consists of approximately 180 acres of deciduous forest intended for wildlife habitat. The analysis identified approximately 1 acre of impacts by Alternative R. (Figure 1)
 - **Diversity Fountain, Loogootee.** This fountain was refurbished in 2022 as part of a project which also added artwork (murals). The analysis identified less than one-half acre of impacts by Alternatives R and RPA P2. Its footprint is negligible (less than 0.1 acre). (Figure 19)
 - **Central Greene Park, Jasper.** Formerly the site of the old Jasper High School and Jasper Middle School, this 1.49-acre park was created in memory of the late Larry and Dianne Seger. Central Green has a splash pad fountain with benches. Picnic tables and a restroom facility are also available. The analysis identified less than one-half acre of impacts by Alternative R. (Figure 34).
- Additional managed lands that are within a 500- or 1,000-foot buffer of at least one alternative’s potential right of way include:
- **Crane Naval Weapons Support Center** – Naval Surface Warfare Center, Crane Division (NSWC Crane) aids the Naval Sea Systems Command in Washington, D.C. with technical support for electronics and weapons. It is the third largest naval installation in the world and employs over 3,800 employees. (Figure 9)
 - **Mt. Calvary (Martin County) Wildlife Management Area** – This area is publicly owned and offers bird watching and hunting near Loogootee. (Figure 9)
 - **Buffalo Pond** – Buffalo Pond is a Southern swamp forest that offers hunting and fishing. (Figure 12)
 - **Sultan’s Run Golf Course** – This 224-acre golf course near the City of Jasper is open to the public. (Figure 12)
 - **Hoosier National Forest** – This forest near the City of Bedford has four sections totaling 202,814 acres and is operated by the United States Forest Service. Much of the forest includes karst features. The forest contains a trail system of 266 miles and offers camping, cabins, hiking, horseback riding, and fishing. (Figure 28)
 - **Huntingburg Municipal Park** – This 40-acre city park has a swimming pool, picnic areas, shelters, a playground, baseball fields, tennis, volleyball courts, basketball courts, and a 1.5-mile walking trail. It is located on Cherry Street in Huntingburg and is open to the public. (Figure 32)



- **Haysville Park** – The 12.54-acre town park has a playground, shelter and restrooms. It is used for community events throughout the year. (Figure 36).
- **Market Street Park** – This 0.73-acre city park is being constructed in downtown Huntingburg. It connects 4th Street and Market Street. It will be a community gathering point and key element in the Downtown Revitalization Plan. Its conceptual design has been completed.
- **Glendale Fish and Wildlife Area** – This is located in Daviess County southeast of Washington. It encompasses over 8,000 acres. It is owned by the State of Indiana and managed by the IDNR Division of Fish and Wildlife. (Figure 38).
- **Veale Creek Wildlife Management Area** – This approximately 160-acre property recently was conveyed to IDNR by INDOT. It is used for wildlife management. (Figure 39).
- Managed lands that are within a 500- or 1,000-foot buffer of at least one local improvement include:
 - **Barnes-Seng (Jasper Marsh) Wetland Conservation Area** - This area is owned and managed by the Indiana Department of Natural Resources and consists of 180 acres of deciduous forest intended for wildlife habitat. (Figure 1)
 - **Daviess-Martin County Park (West Boggs)** – This park is owned and managed by Daviess-Martin Joint County Parks and Recreation Department and is open to the public. Impacts are categorized under “IDNR Managed.” The park has been self-sufficient since 1996 and does not use tax money to operate. The park features a fishery, a beach area, playground, camping, and trails. The analysis identified less than 1 acre of impacts by Alternative P. (Figure 9)
- Classified Forests
 - Classified forests that are within the working alignment are at the following locations:
 - 3143 W Co Rd 775 N
 - 3099 W Co Rd 800 N
 - 3371 W Co Rd 775 N
 - 10516 Mt. Olive Road
 - 6736 W Co Rd 10 S
 - 6109 W Co Rd 250 N
 - 430 N Trainer Lane
 - 435 E 190 N



- 469 E 190 N
 - 3333 E 725 N
 - 8734 N 400 E
 - 3564 E 725 W
 - 8518 N 400 E
 - 8857 N Crystal Road
 - 11449 W State Road 56
 - 14825 N US Highway 231
 - 14020 N US Highway 231
 - 13998 N US Highway 231
 - 21873 Kent Farm Road
 - 10015 E State Road 56
 - 1407 W 31st Street
 - Gantz Woods Nature Preserve, near US 231 and CR 1475 N in Martin County
- Additional classified forests that are within the 500- or 1,000-foot buffer include parcels in the following counties in the study area:
 - Dubois County: SR 56, 400 S, 400 W, 600 S, 725 N, 400 E, 600 W, 800 W, 900 E, 960 E50 E, SR 231. E 190 N, E Greener Road, E Gun Club Road, E SR 164, Kellerville Road N SR 231, Old SR 64, W 500 N, N Cherry Street, N Hillham Road, Cuzco Road, N Old Road 45, N SR 231, 130 W, 375 W, 500 W, 375 S, 400 N, 500 N, 600 N, 190 N, Deerwood Lake Road, 350 E, 900 N, 950 N, SR 164, Meridian Road, 400 E, SR 64, Old Huntingburg Road, 725 W, 200 W, 825 N 150 W, 420 N
 - Orange County: SR 145, 100 N, 800 N, 775 N, 250 N, 175 S, 10 S, 25 S, 625 W, 750 N, Mt Horeb Road, 75 S, 275 S, 650 W, 675 W, County Pike Road
 - Martin County: US Hwy 231, Beard Road, Bear Hill Road, Brett Road, Cale Road, D H Gate Road, Dover Hill Road, Hart Road, Kent Farm Road, Rama Dye Road, US Hwy 50, Bussinger Lane, George Lane, Gibson Road, Indian Springs Road, Jenkins Road, Sulphur Hollow Lane, Witt Road, Isaacs Road, Crays Lane, Lyon Lane, Mt Calvary Road
 - Daviess County: SR 231, SR 45, SR 558, 1650 N
 - Lawrence County: Dillman Road, Hwy 37, Keith Road, SR 450, Oolitic Road
 - Green County: Scotland Newberry Road
 - Monroe County: Gore Road



- Classified forests that are within a 500- or 1,000-foot buffer of at least one local improvement include:
 - State Road 450/Williams Road, Bedford
 - N 960 E, Dubois
 - Scotland Newberry Rd, Bloomfield
 - E State Road 56, Dubois
- Wildlands
 - Wildlands that are within the working alignment include the following parcels:
 - 15000 N 1350 E. This wooded property lies just west of the County Road 200 E boundary of Crane Naval Weapons Support Center.
 - Additional wildlands that are within the 500- and 1,000-foot buffer include parcels near:
 - 500 W and 400 W
 - 425 N, 825 N and 900 N
 - 575 E and 750 E
 - Dover Hill Road, State Road 56, Graded Road and Keith Road
- Trails
 - Trails that are within the working alignment of at least one alternative include the following. Some of the trails shown as “impacted” by an alternative in this first bulleted list also are within 1,000 feet or less of another alternative. The description of these trails is not repeated in the second bulleted list.
 - **Milwaukee Road Trail** - The Milwaukee Road Trail is a 10.9-mile public trail near Bedford. The trail is open to the public and is for hikers of all skill levels. Currently the trail system connects Bedford with Indian Springs, but additional trails have been proposed. The analysis identified 502- 556 feet of impacts by Alternative M to this proposed section. **(Figure 21)**
 - **Loogootee Trail System** - The proposed plan for the public trail system is to assist with further development of recreational and leisure facilities. The trails are an effort to increase attractiveness to Martin County and the Hoosier Uplands Region for workforce development. The plan is not final but is used as a guide to create diverse and universal facilities that will impact all citizens of Loogootee. The trail will be owned and managed by the Loogootee Park Board and the City of Loogootee (Loogootee, Indiana Parks and Recreation Master Plan 2021-2025). The analysis identified 294



feet of impacts by Alternative P, and 294 – 1,616 feet of impacts by RPA P to this proposed trail. (Figure 19)

- **West Boggs Park Trails** - This park is owned and managed by Daviess-Martin Joint County Parks and Recreation Department and is open to the public. The park has been self-sufficient since 1996 and does not use tax money to operate. The park features a fishery, a beach area, playground, camping, and trails. The analysis identified less than 1 acre of impact by Alternatives P and RPA P to the park, but impacts to the trails at West Boggs Park are not anticipated. Alternative R would impact approximately 15,000 feet of these trails. (Figure 19)
 - **Jasper Trail System (Existing and Planned)** – This trail system consists of several trails managed by the Jasper Park and Recreation Department. Many of these are planned asphalt/concrete trails, including a trail from Buffalo Trace Golf Course to Jasper Middle School, as well as a trail connecting the Jasper Youth Sports Complex with the future Jasper Municipal Disc Golf Course (formerly the Ruxer Golf Course). Alternative R would impact approximately 5,600 feet of these trails. Additional parts of this trail system are within a 500- and 1,000-foot proximity of Alternative R. (Figure 34)
 - **Huntingburg Trails (Existing and Planned)** – The March, 2020 Huntingburg Comprehensive Plan was adopted in March, 2020. It targets target bicycle and pedestrian trails specifically, and includes maps identifying potential future trails. Alternative R would impact slightly more than 2,000 feet of these trails. Additional parts of this trail system are within a 500- and 1,000-foot proximity of Alternative R. (Figure 35)
 - **Dubois County Trail System (Planned)** – In 2021, Dubois County published its Bike and Pedestrian Master Plan. It has been adopted by the Dubois County Board of Commissioners. It provides for a network of bicycle and pedestrian trails throughout Dubois County. Portions of this plan provide for designation of existing roads as bicycle facilities with no physical alterations other than the addition of signage. This analysis considers only proposed trails for which new construction or physical modifications to existing facilities is planned. Alternatives C, M, O, P and RPA P would impact between approximately 1,300 and 1,600 feet of these proposed trails. Additional parts of this trail system are within a 500- and 1,000-foot proximity of these same alternatives. (Figure 36)
- No additional trails were within the 500- and 1,000-foot of an alternative right of way.
 - **Trails impacted by the Local Improvements**
 - **Loogootee Trail System** - The proposed plan for the public trail system is to assist with further development of recreational and leisure facilities. The trails are an effort to increase attractiveness to Martin County and the



Hoosier Uplands Region for workforce development. The plan is not final but is used as a guide to create diverse and universal facilities that will impact all citizens of Loogootee. The trail will be owned and managed by the Loogootee Park Board and the City of Loogootee (Loogootee, Indiana Parks and Recreation Master Plan 2021-2025). The analysis identified 4,184 feet of impacts by Local Improvement 8 to this proposed trail. **(Figure 19)**

- **Jasper Multi-Use Pathway** – This 2.1-mile pathway includes a riverwalk and shelter houses and offers fishing, boat access, grills, and a playground along the Patoka River. The analysis identified 611 feet of impacts by Local Improvement 3. **(Figure 34)**

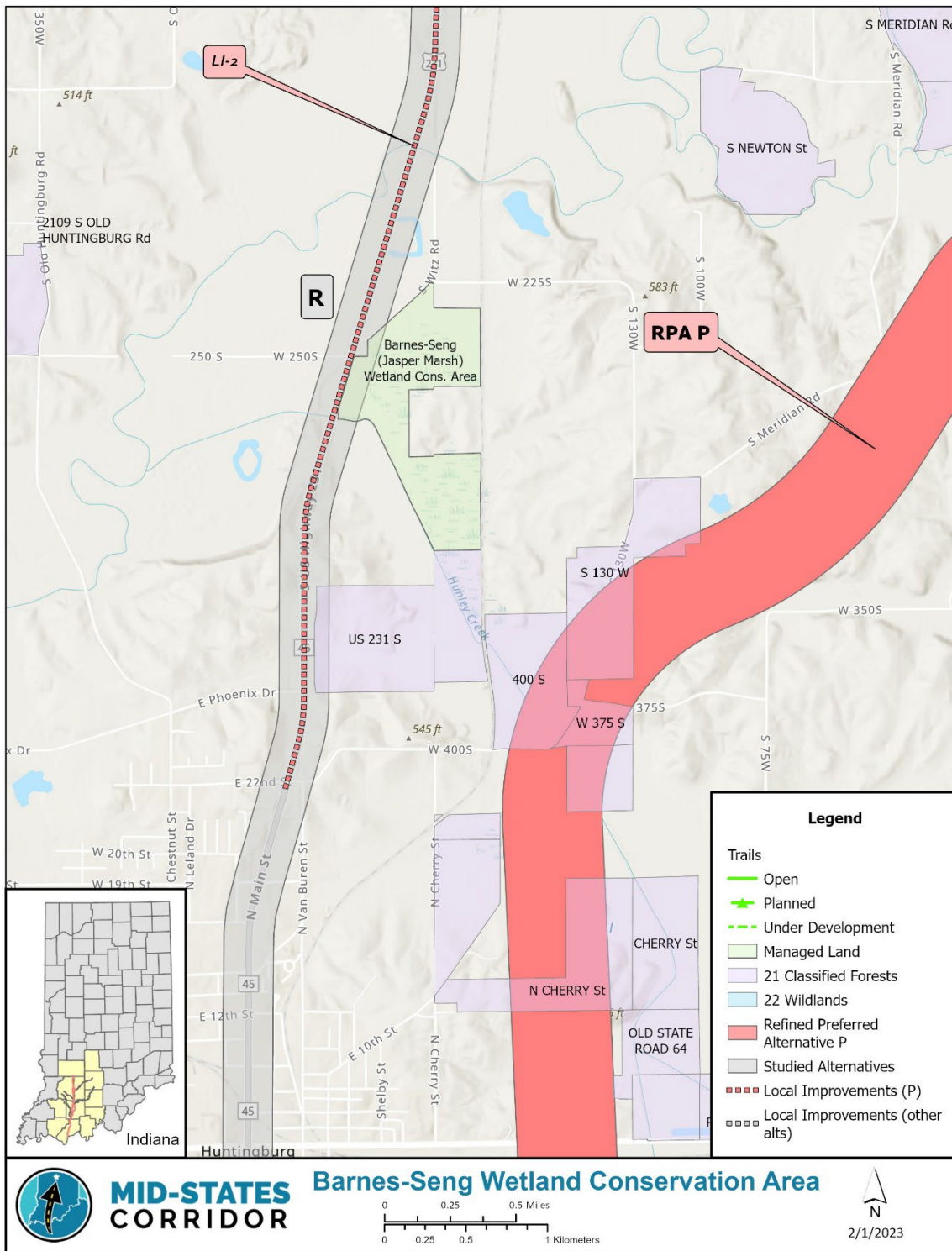


FIGURE 1: MANAGED LANDS IMPACTS AT BARNES-SENG & 400 S, HUNTINGBURG

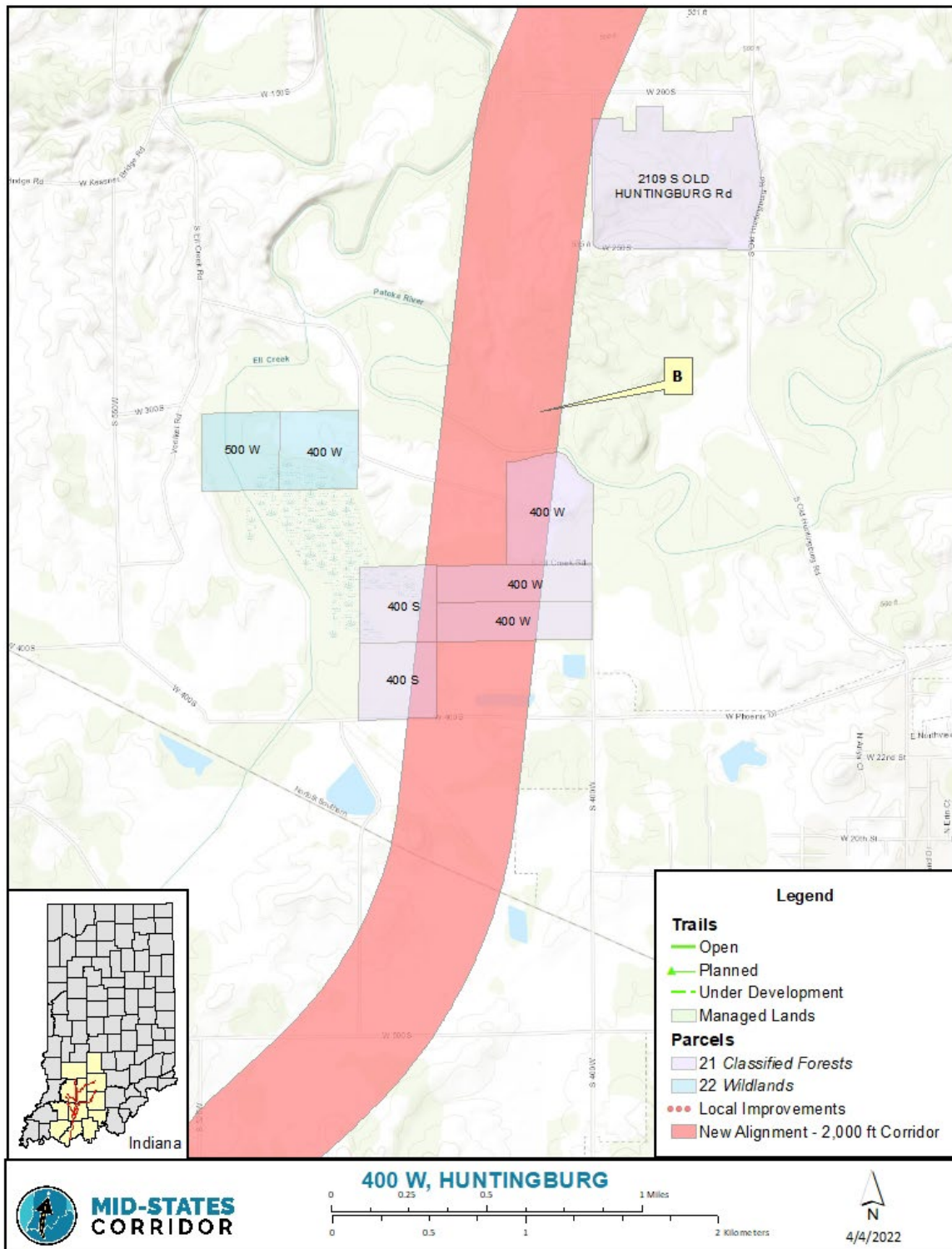


FIGURE 2: MANAGED LANDS IMPACTS AT 400 W, HUNTINGBURG

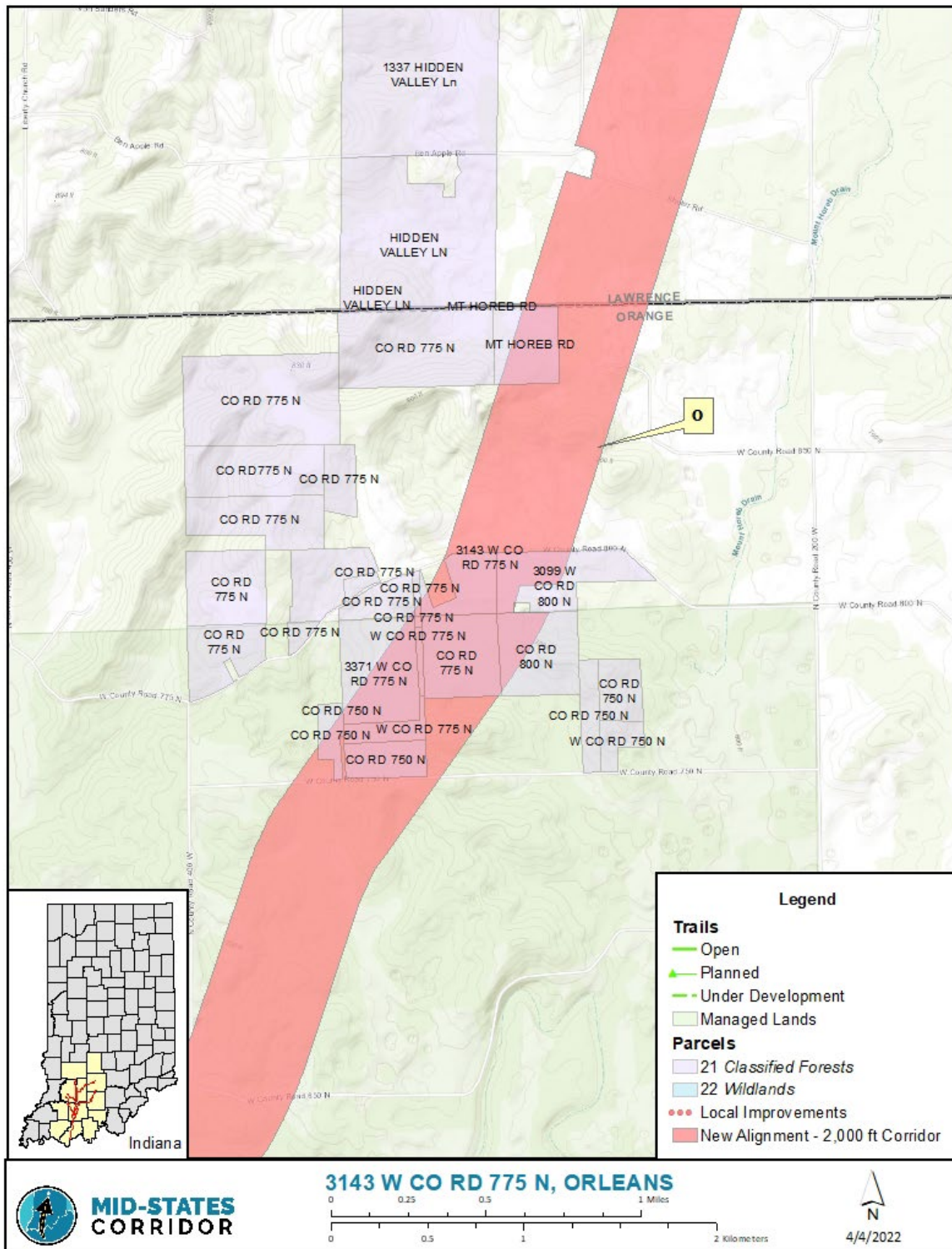


FIGURE 3: MANAGED LANDS IMPACTS AT 3143 W Co. Rd. 775 N., ORLEANS

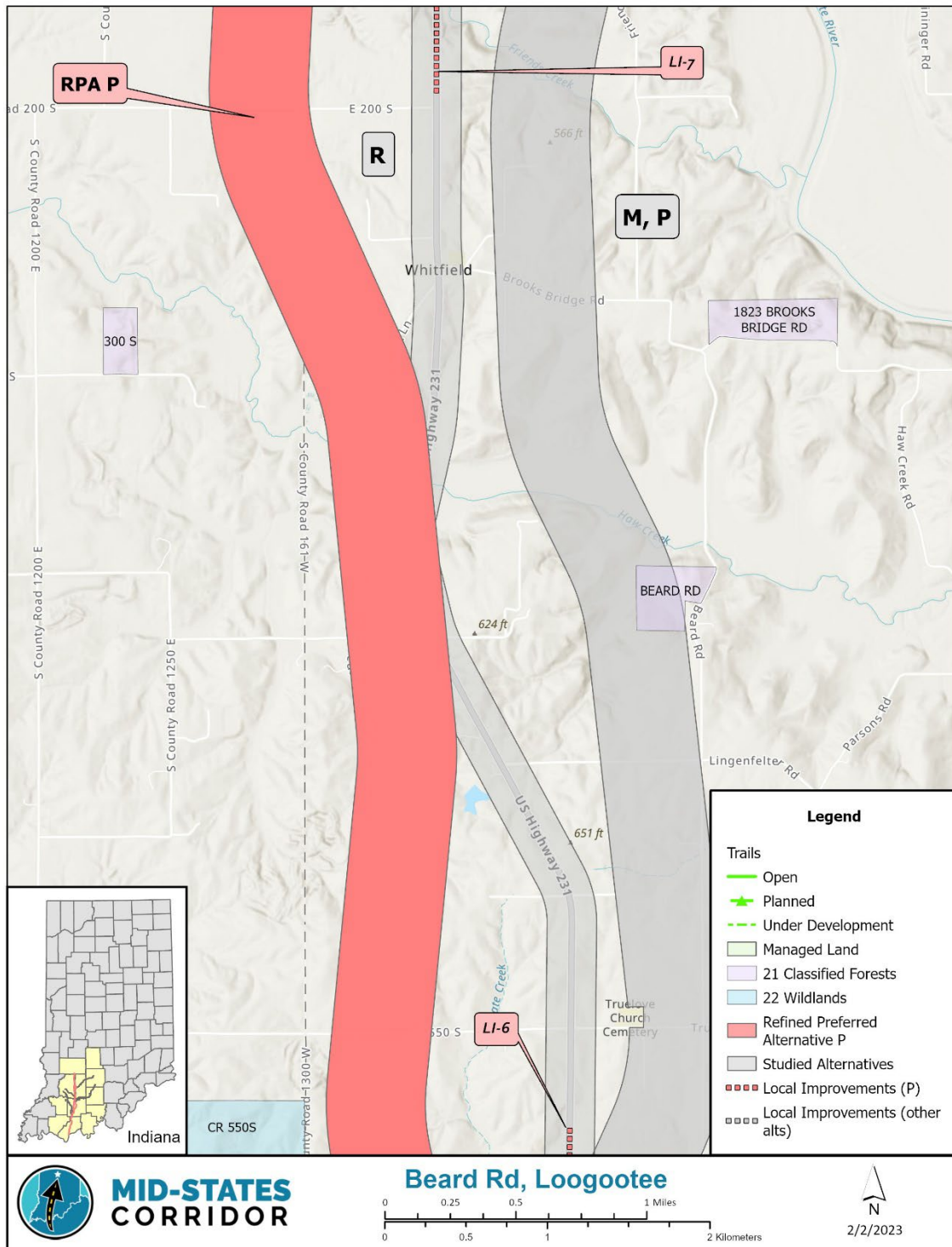


FIGURE 4: MANAGED LANDS IMPACTS AT BEARD RD., LOOGOOTEE

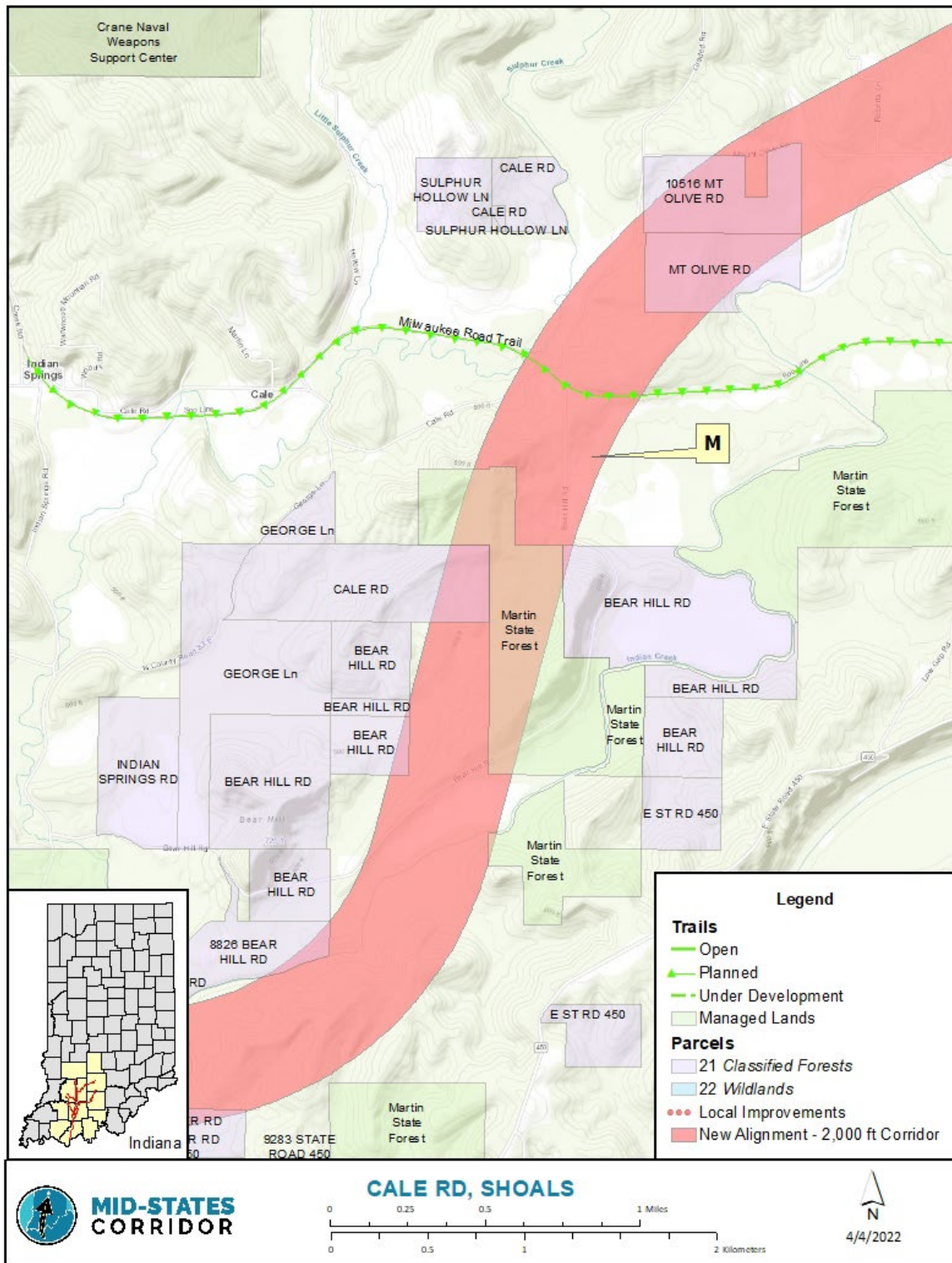


FIGURE 5: MANAGED LANDS IMPACTS AT CALE RD., SHOALS

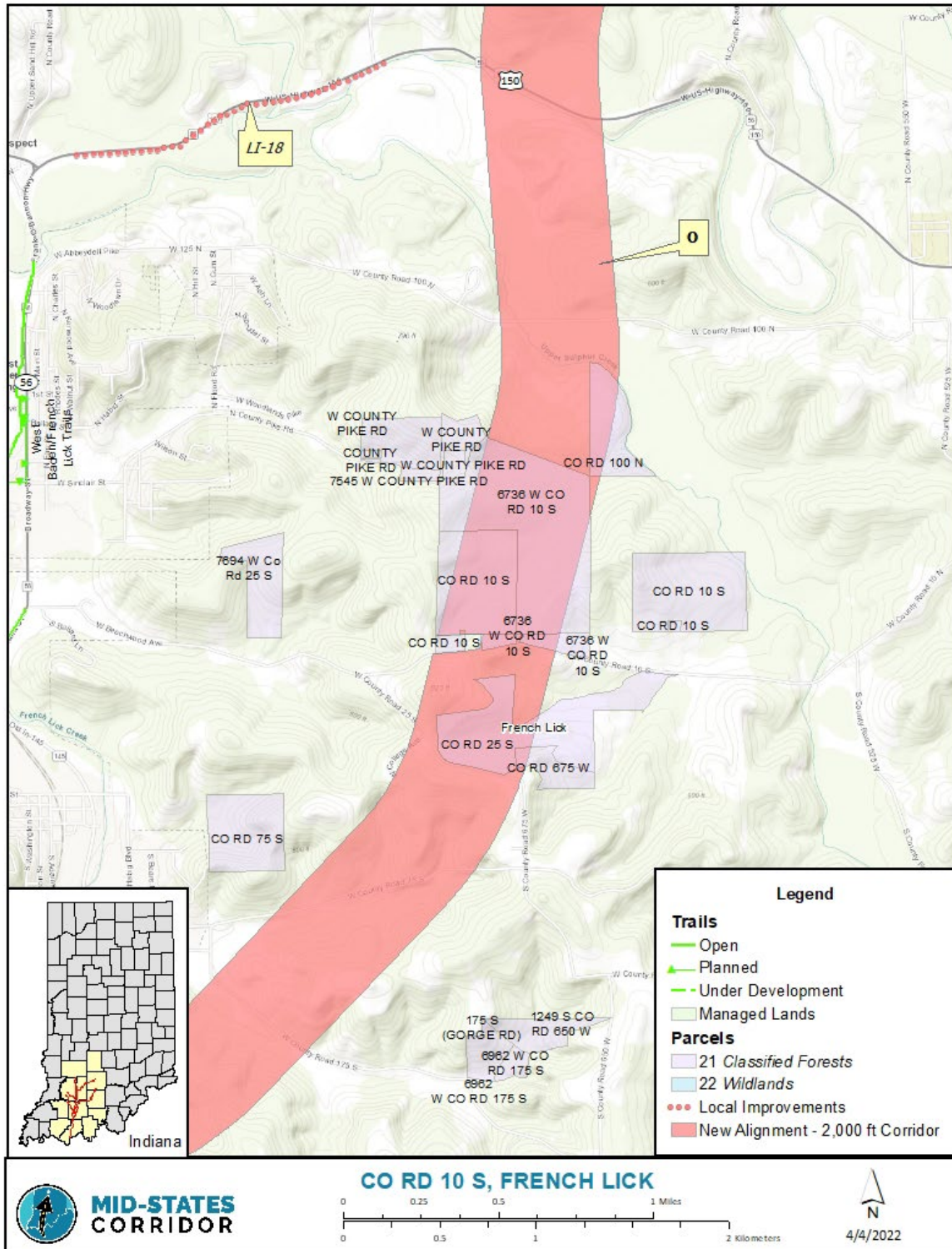


FIGURE 6: MANAGED LANDS IMPACTS AT CO. RD. 10 S, FRENCH LICK

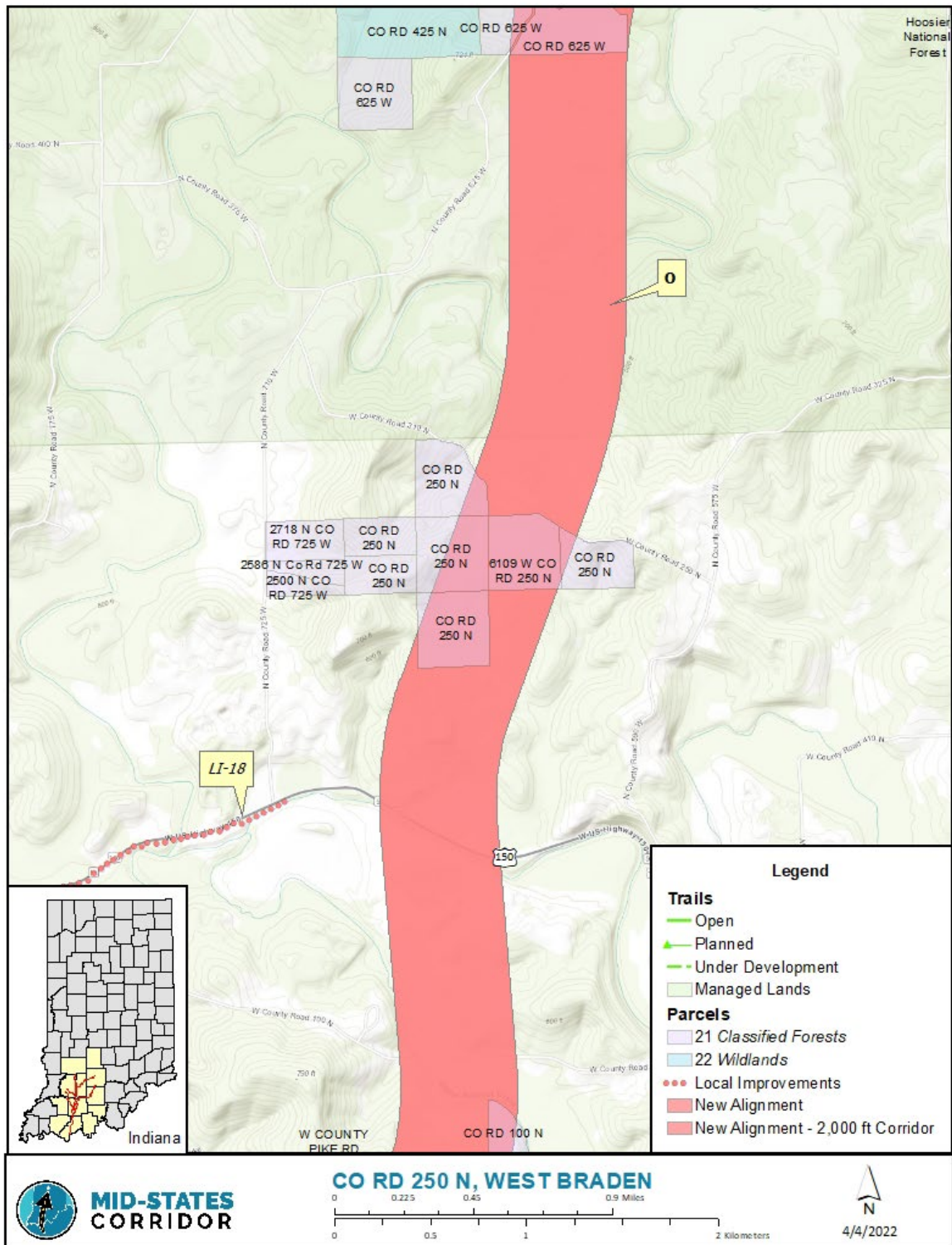


FIGURE 7: MANAGED LANDS IMPACTS AT CO. RD. 250 N, WEST BADEN

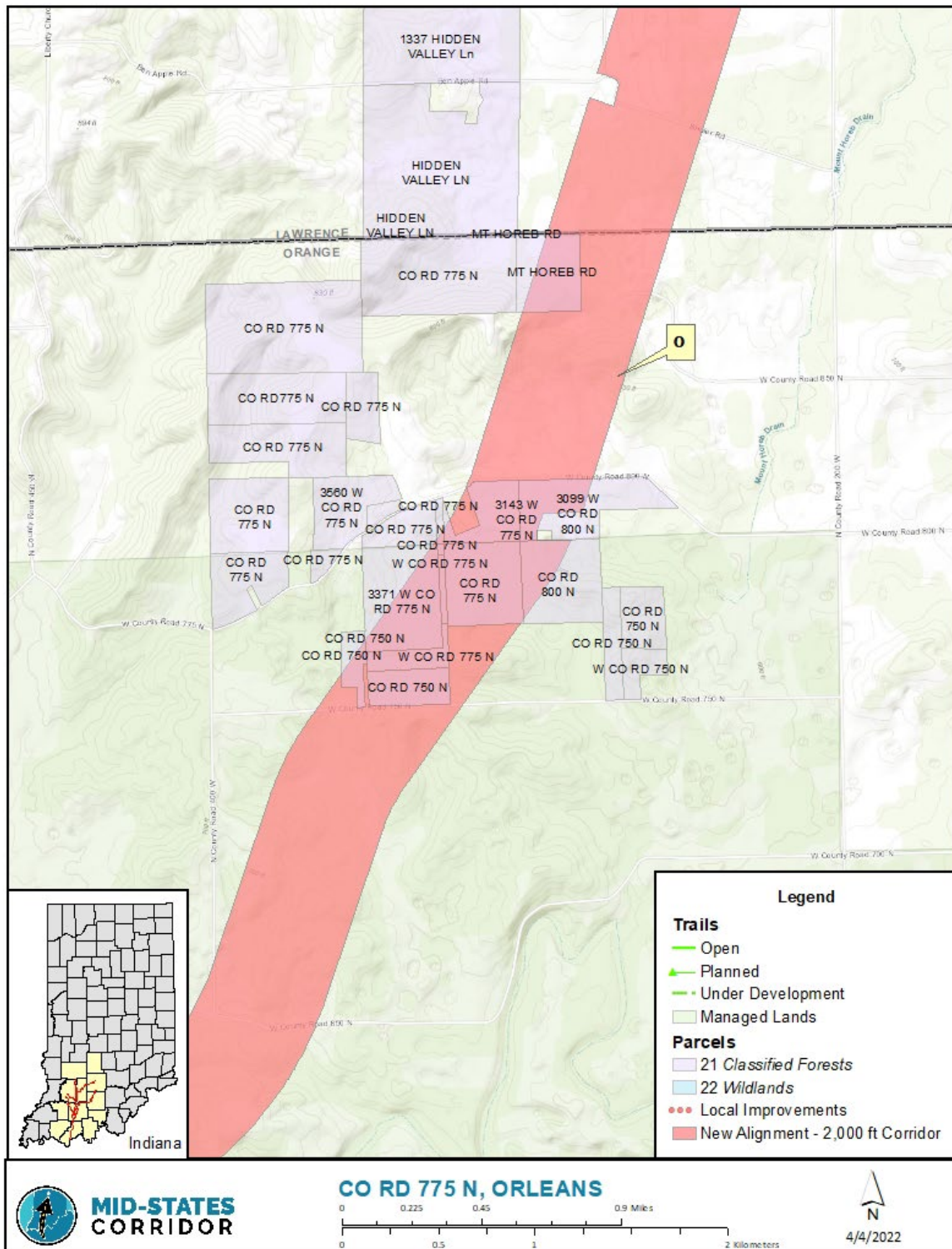


FIGURE 8: MANAGED LANDS IMPACTS AT CO. RD. 775 N, ORLEANS

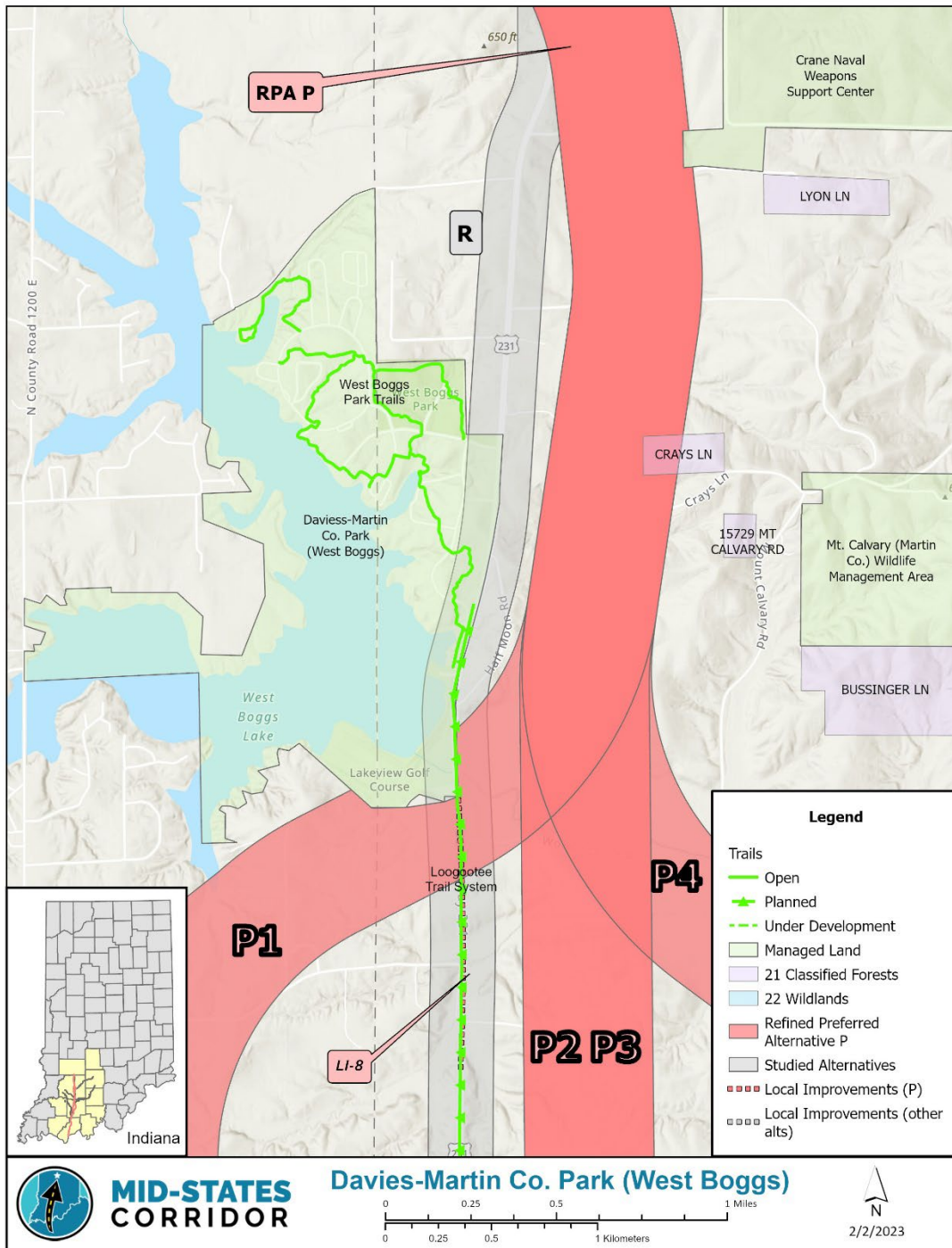


FIGURE 9: MANAGED LANDS IMPACTS AT DAVIESS-MARTIN CO. PARK, WEST BOGGS

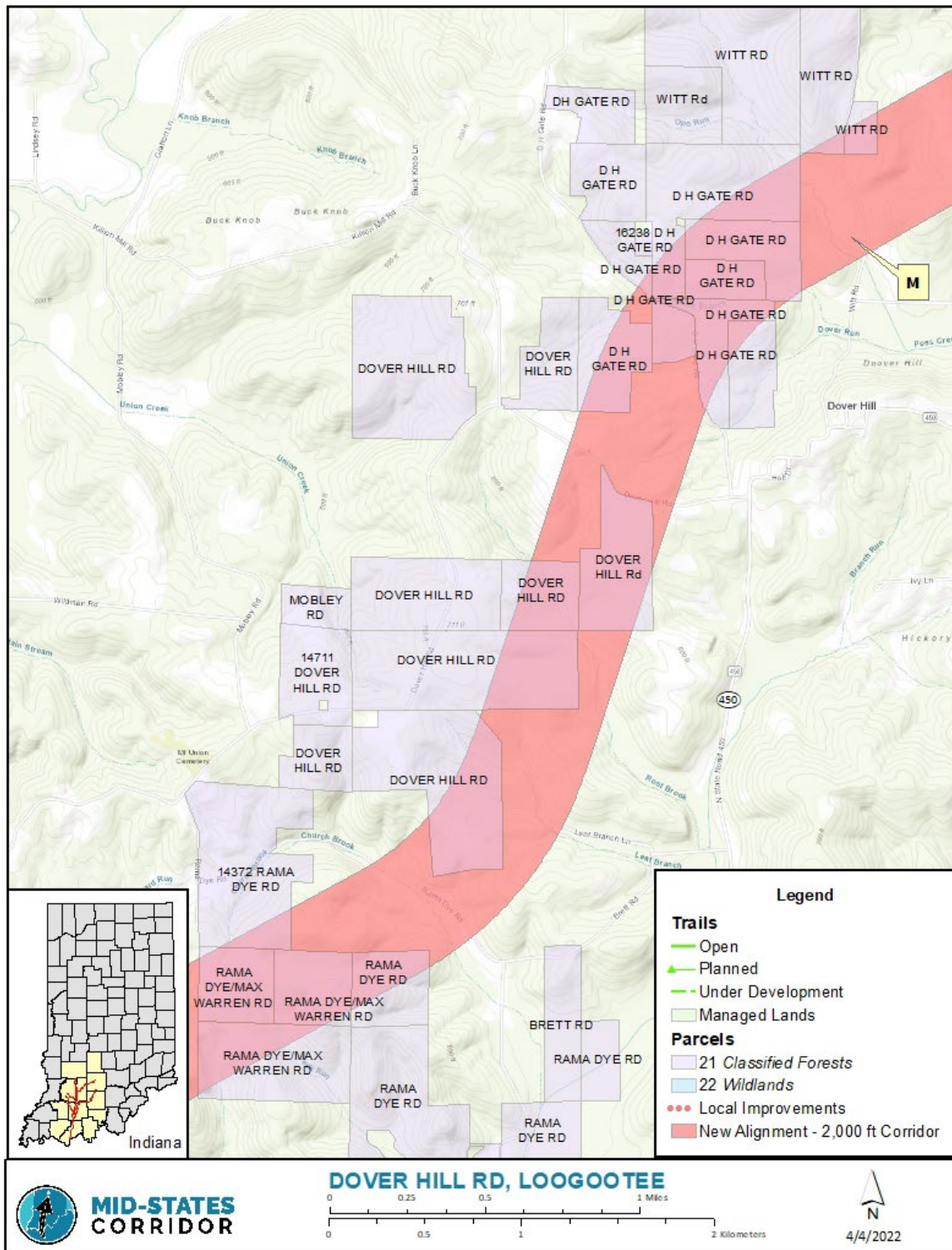


FIGURE 10: MANAGED LANDS IMPACTS AT DOVER HILL RD. LOGGOOTEE

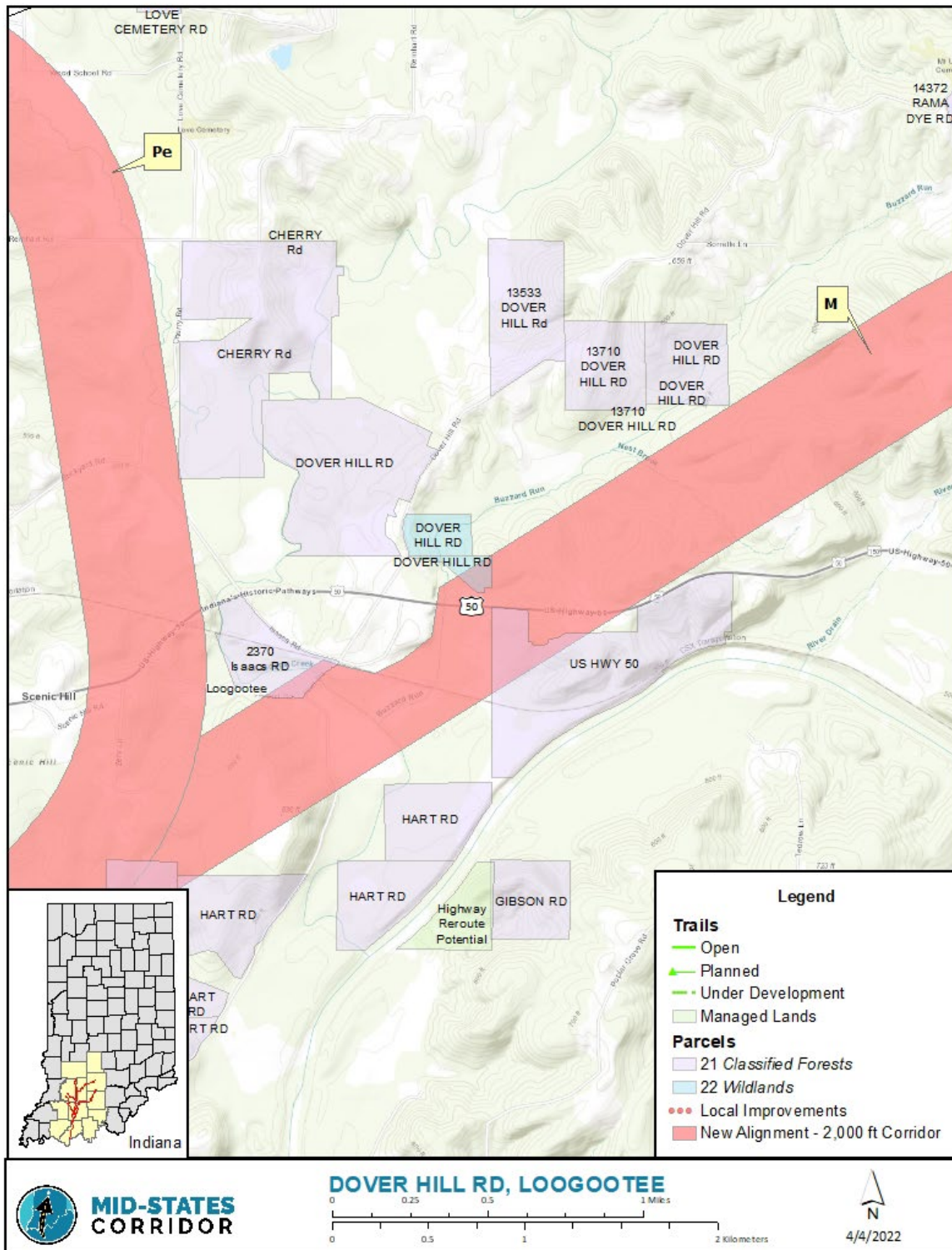


FIGURE 11: MANAGED LANDS IMPACTS AT DOVER HILL ROAD, LOOGOOTEE

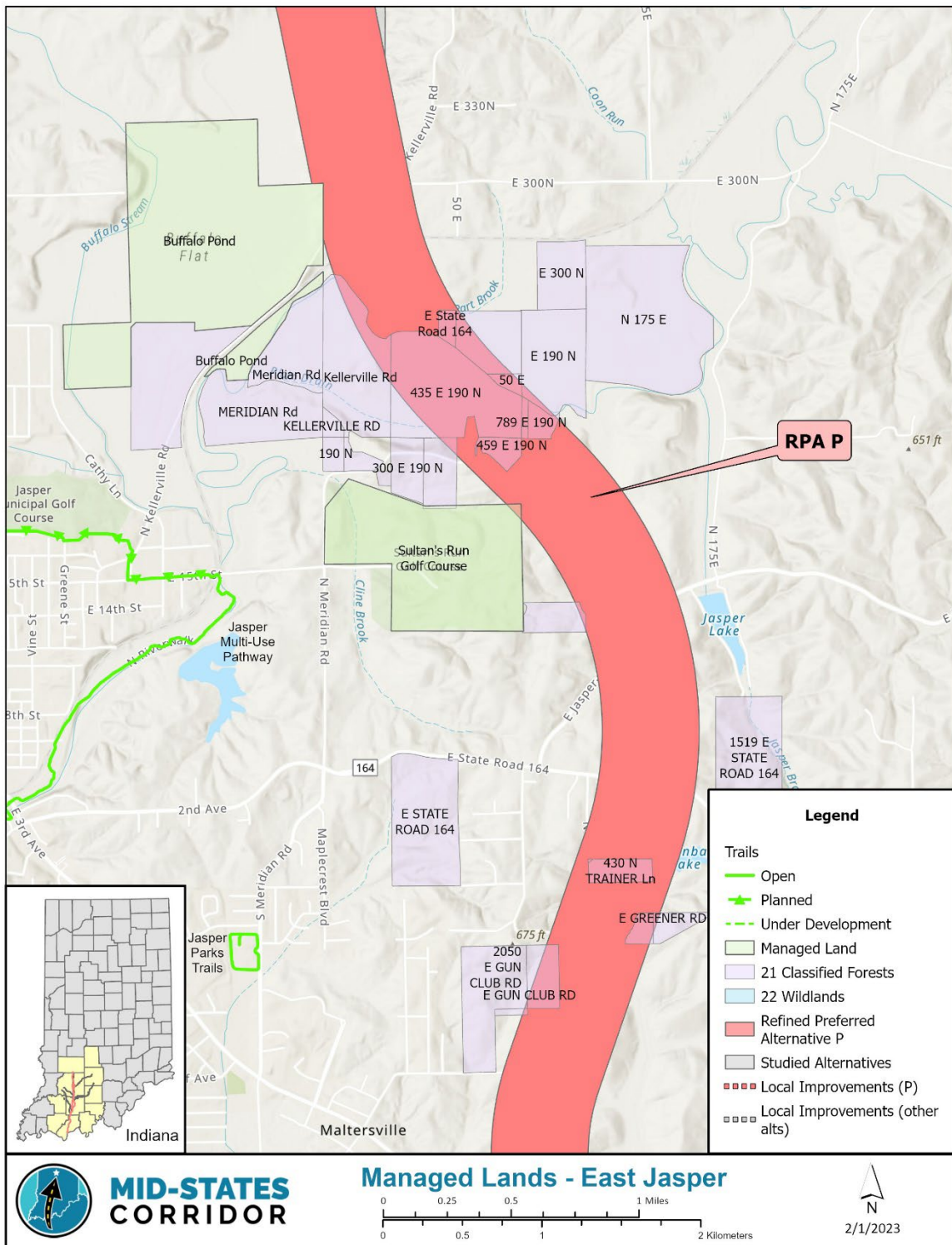


FIGURE 12: MANAGED LANDS IMPACTS AROUND EAST JASPER

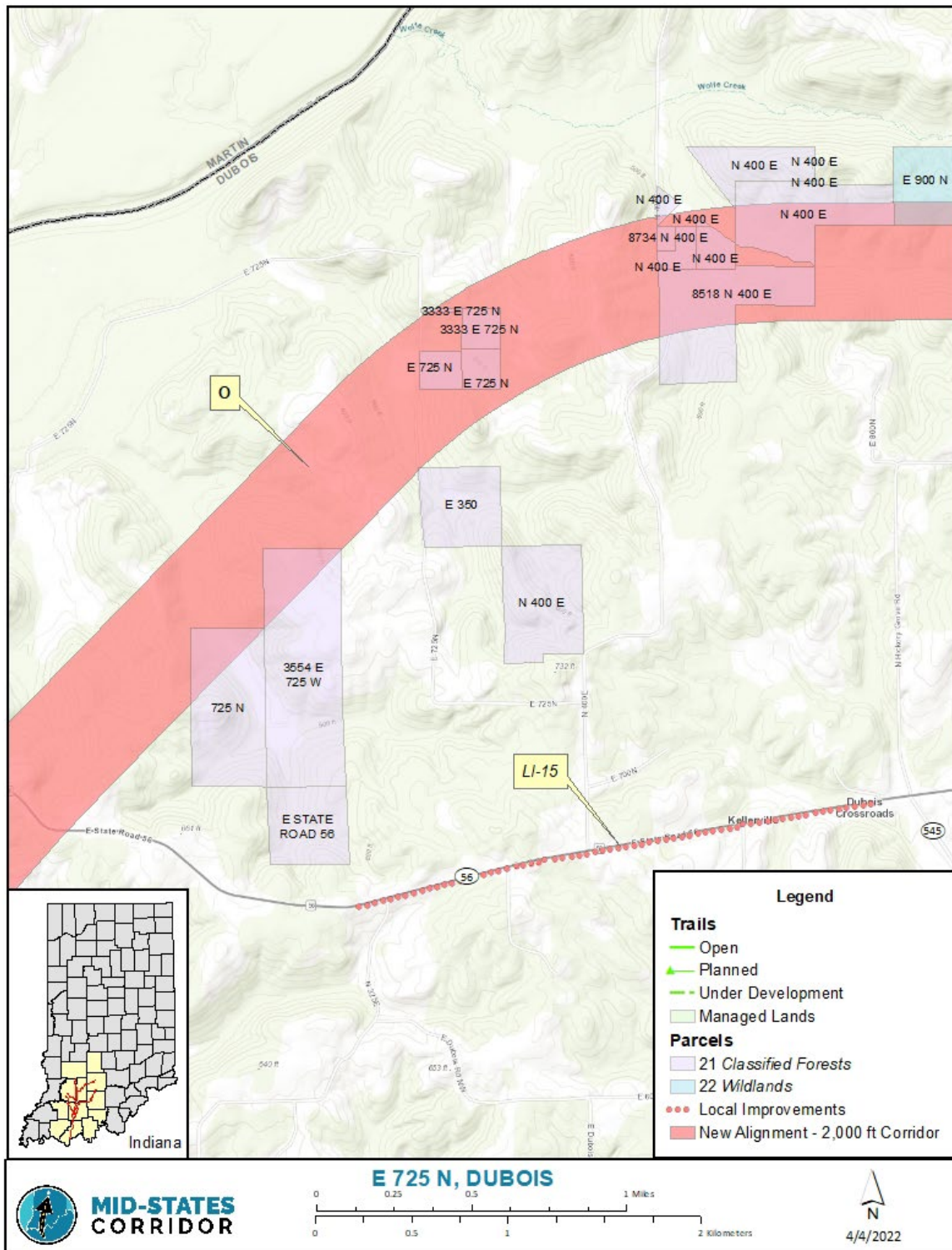


FIGURE 13: MANAGED LANDS IMPACTS AT E 725 N, DUBOIS

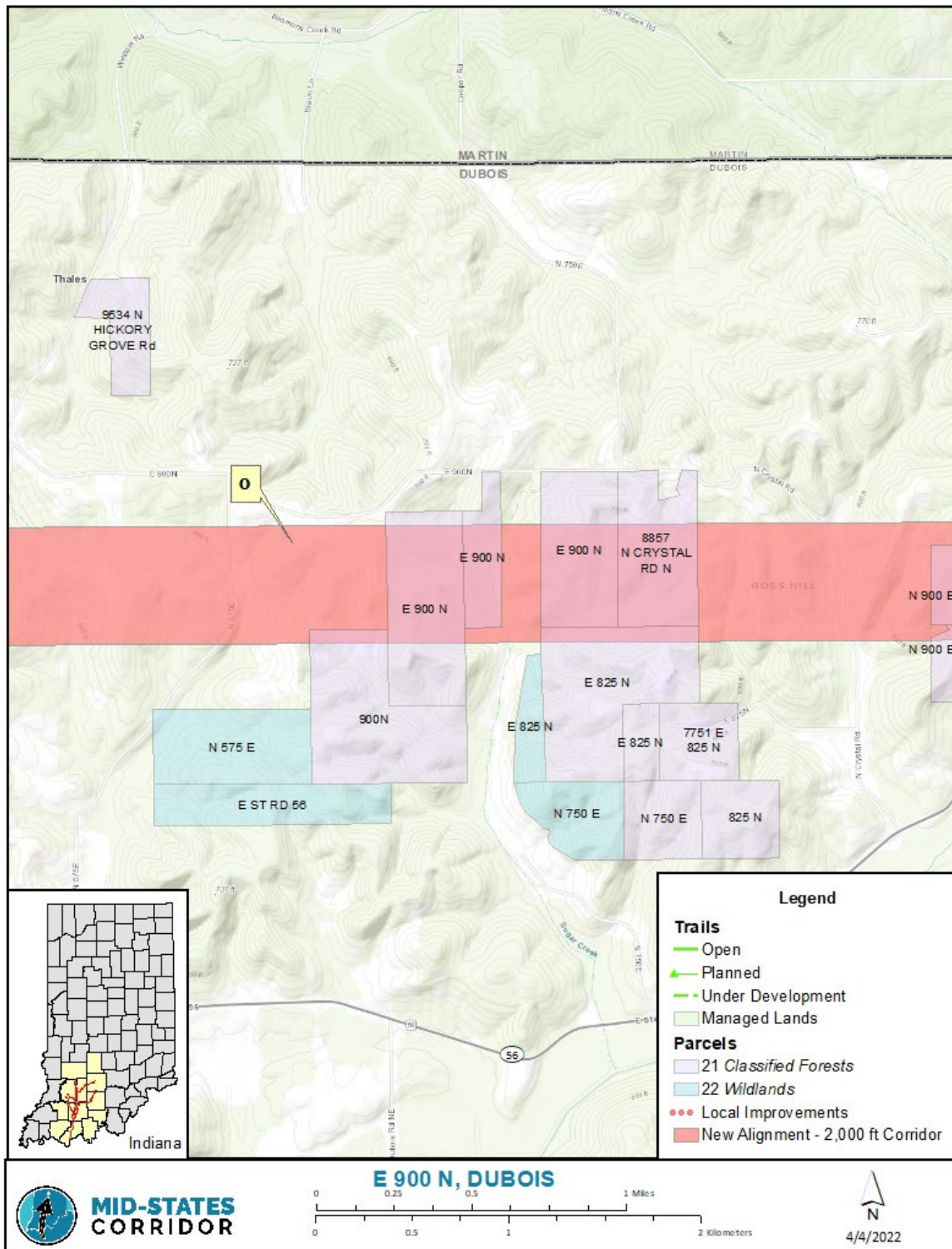


FIGURE 14: MANAGED LANDS IMPACTS AT E 900 N, DUBOIS

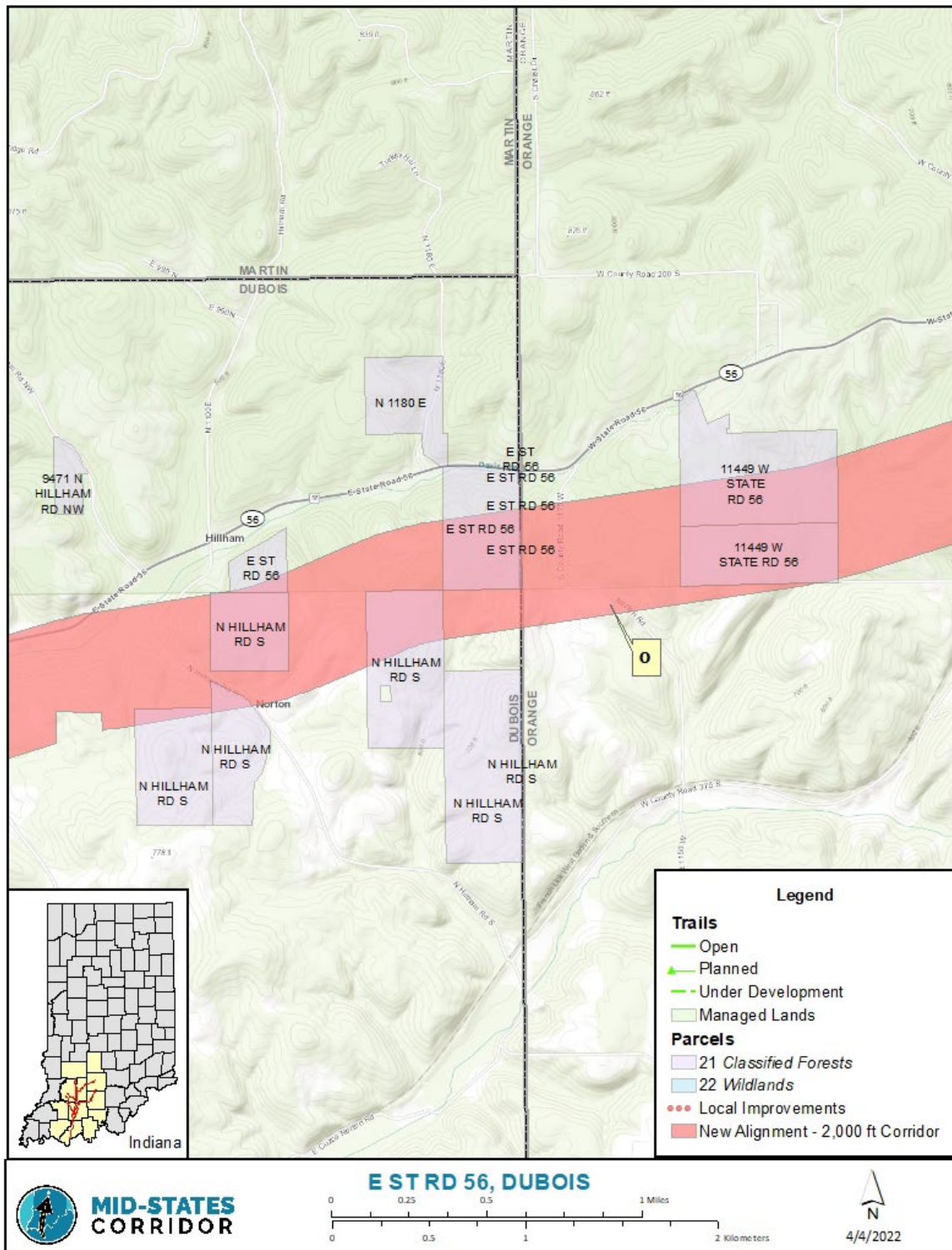


FIGURE 15: MANAGED LANDS IMPACTS AT E St. Rd. 56, DUBOIS

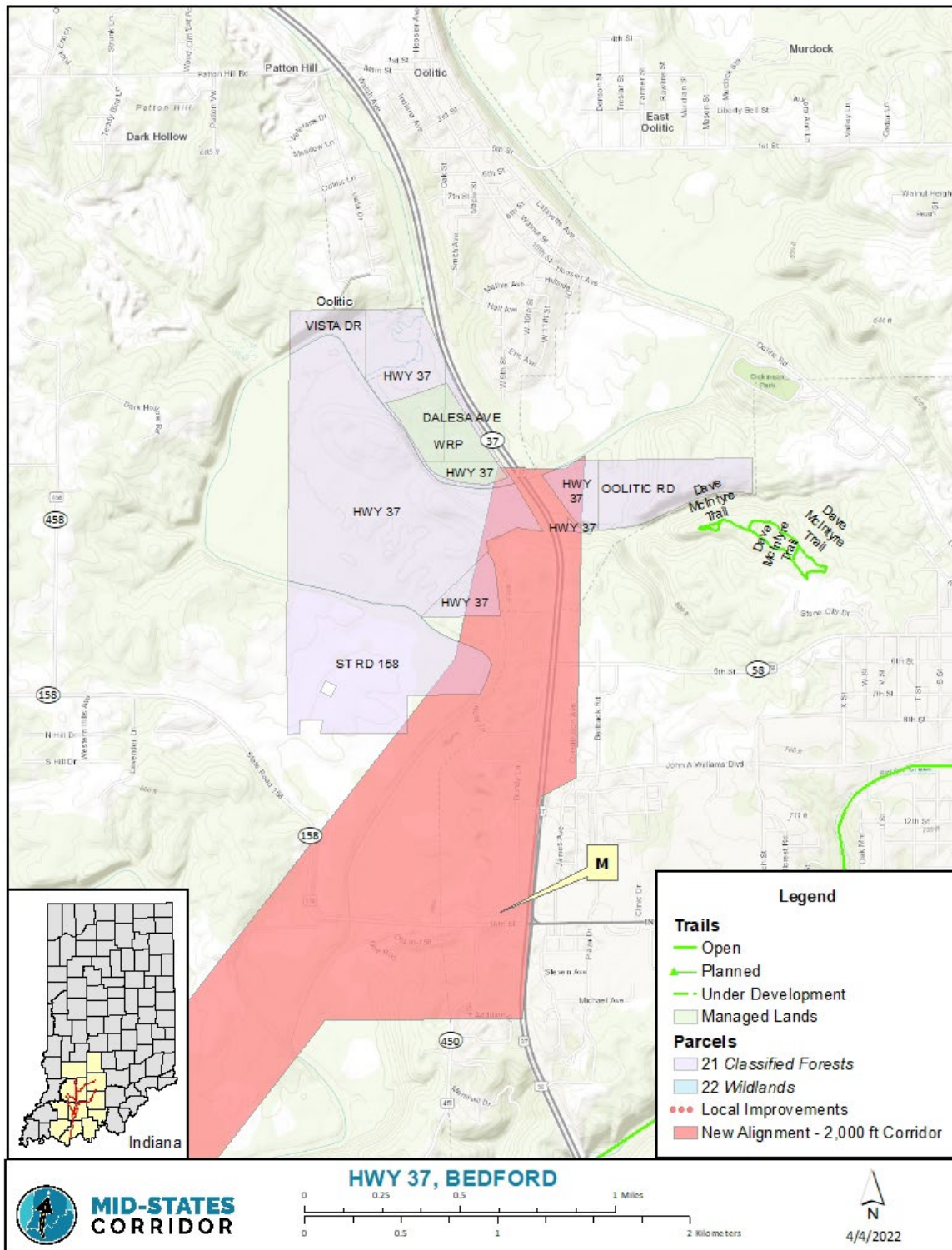


FIGURE 16: MANAGED LANDS IMPACTS AT HWY 37, BEDFORD

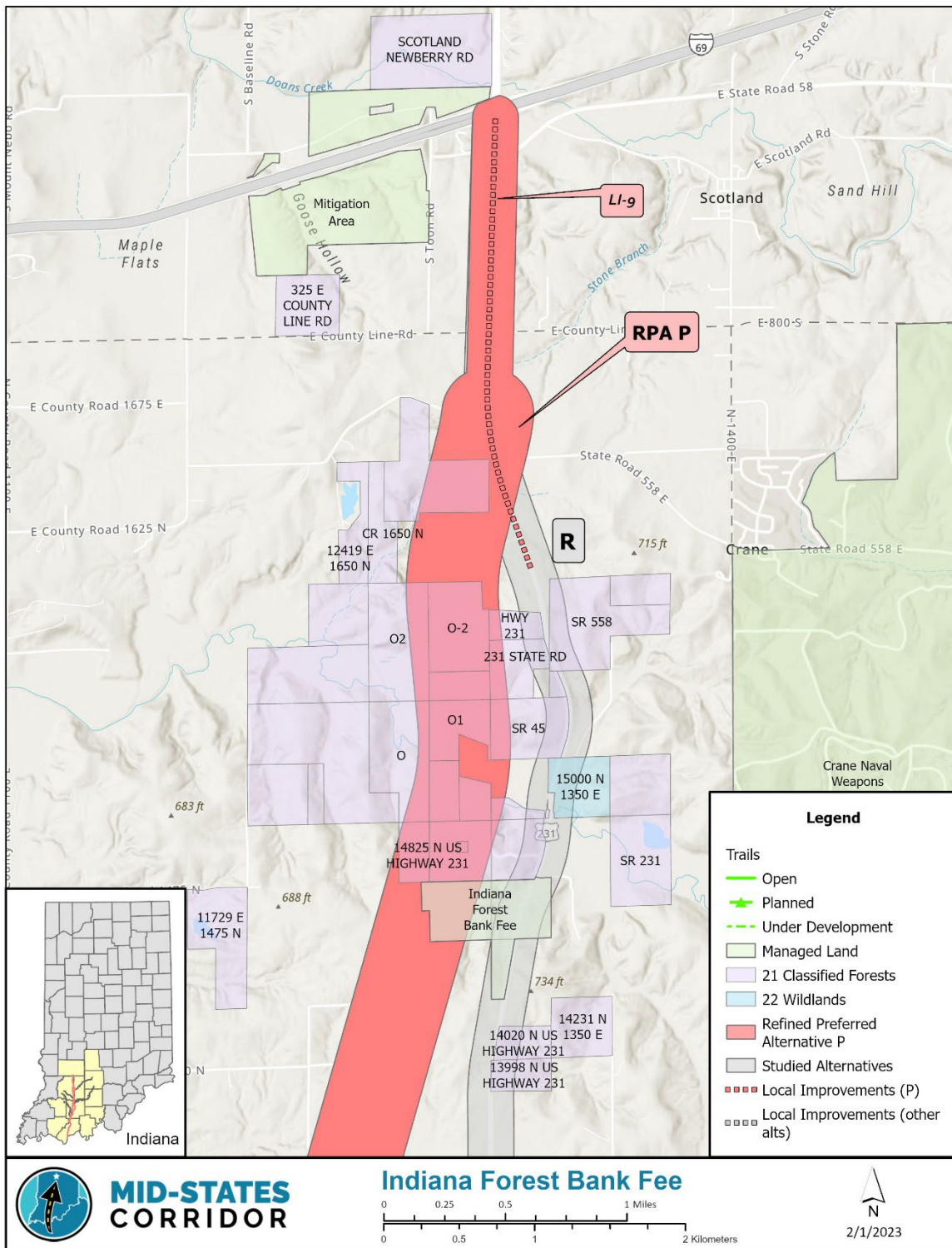


FIGURE 17: MANAGED LANDS IMPACTS AT INDIANA FOREST BANK FEE (GANTZ WOODS)

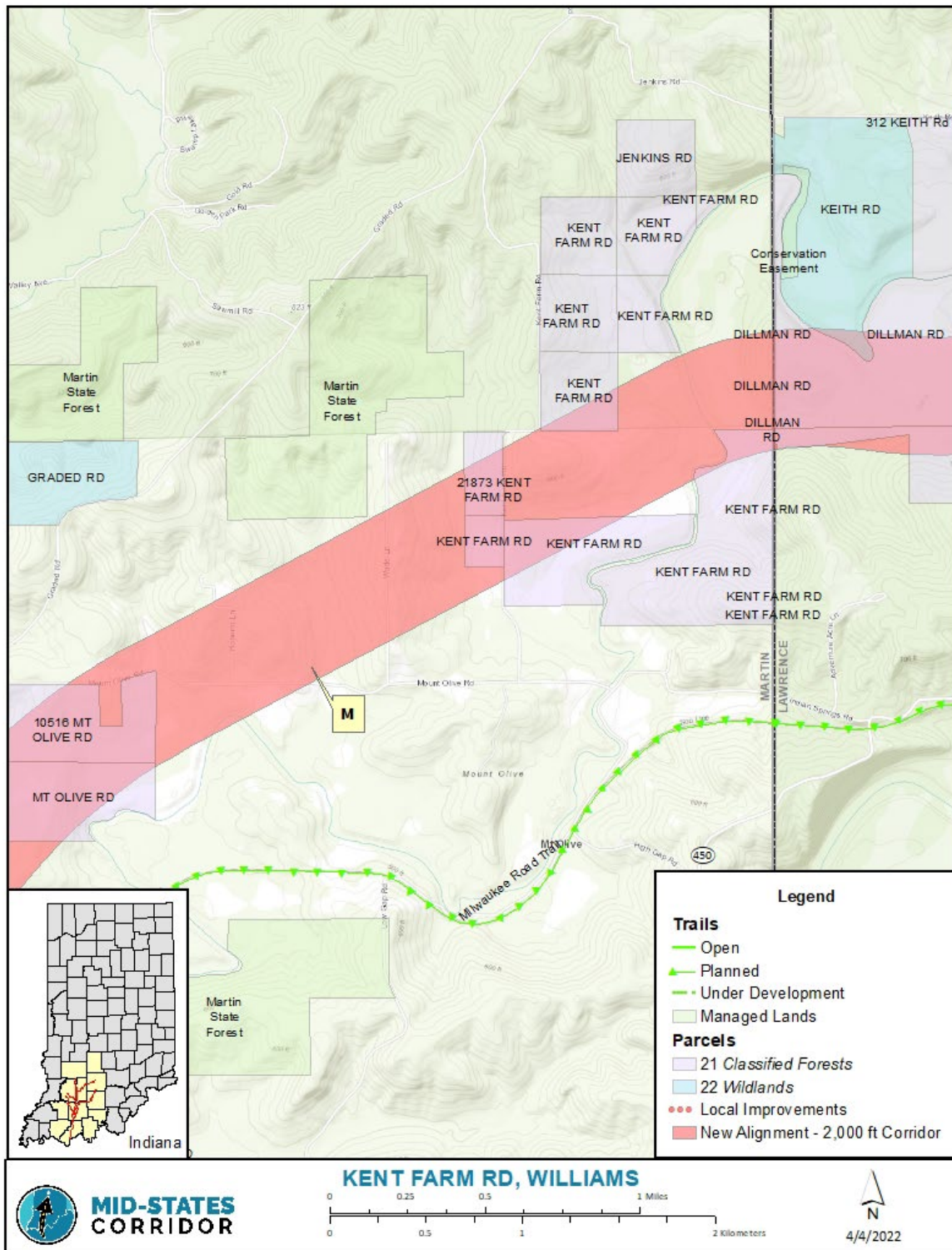


FIGURE 18: MANAGED LANDS IMPACTS AT KENT FARM RD, WILLIAMS

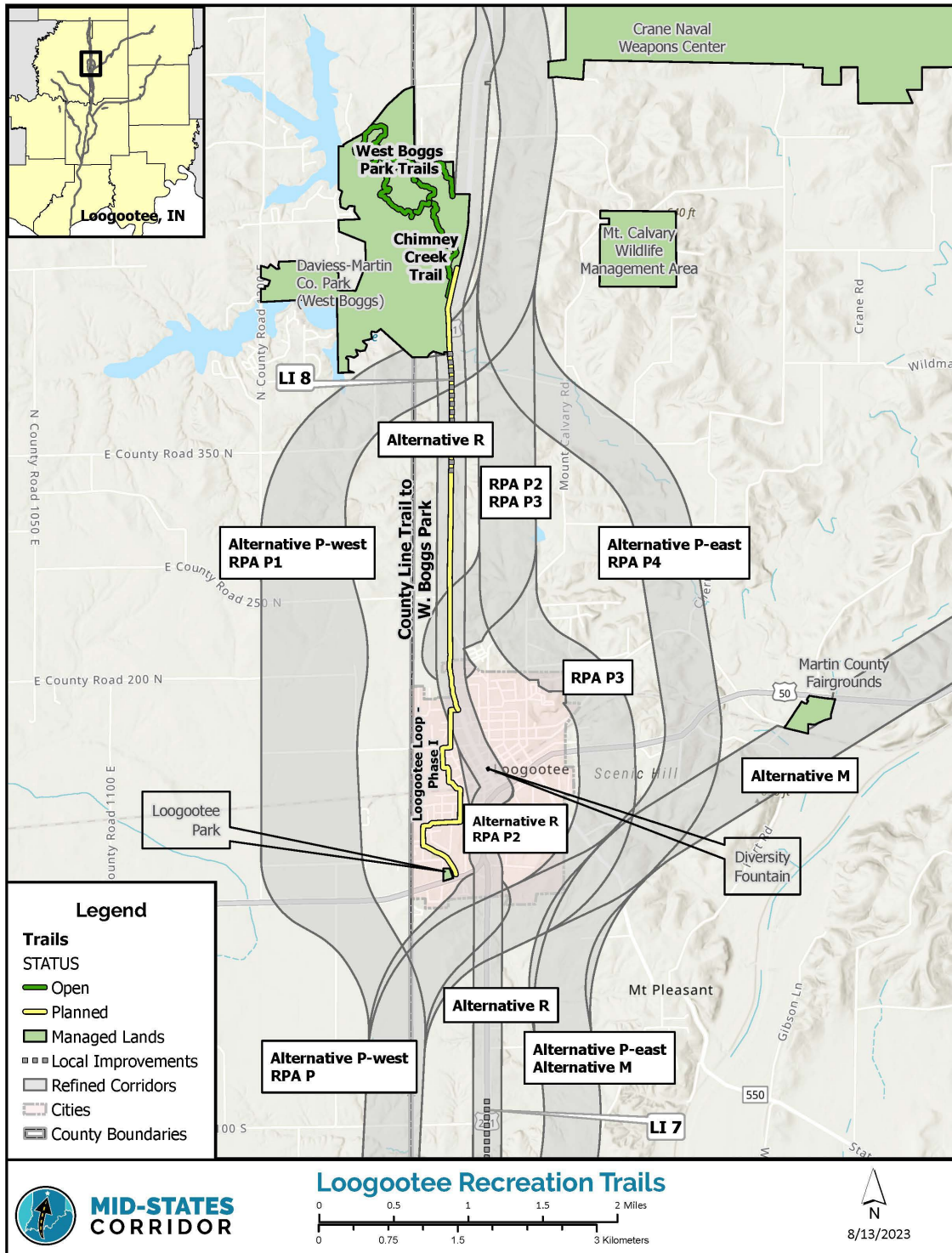


FIGURE 19: MANAGED LANDS IMPACTS AT LOOGOOTE TRAILS SYSTEM

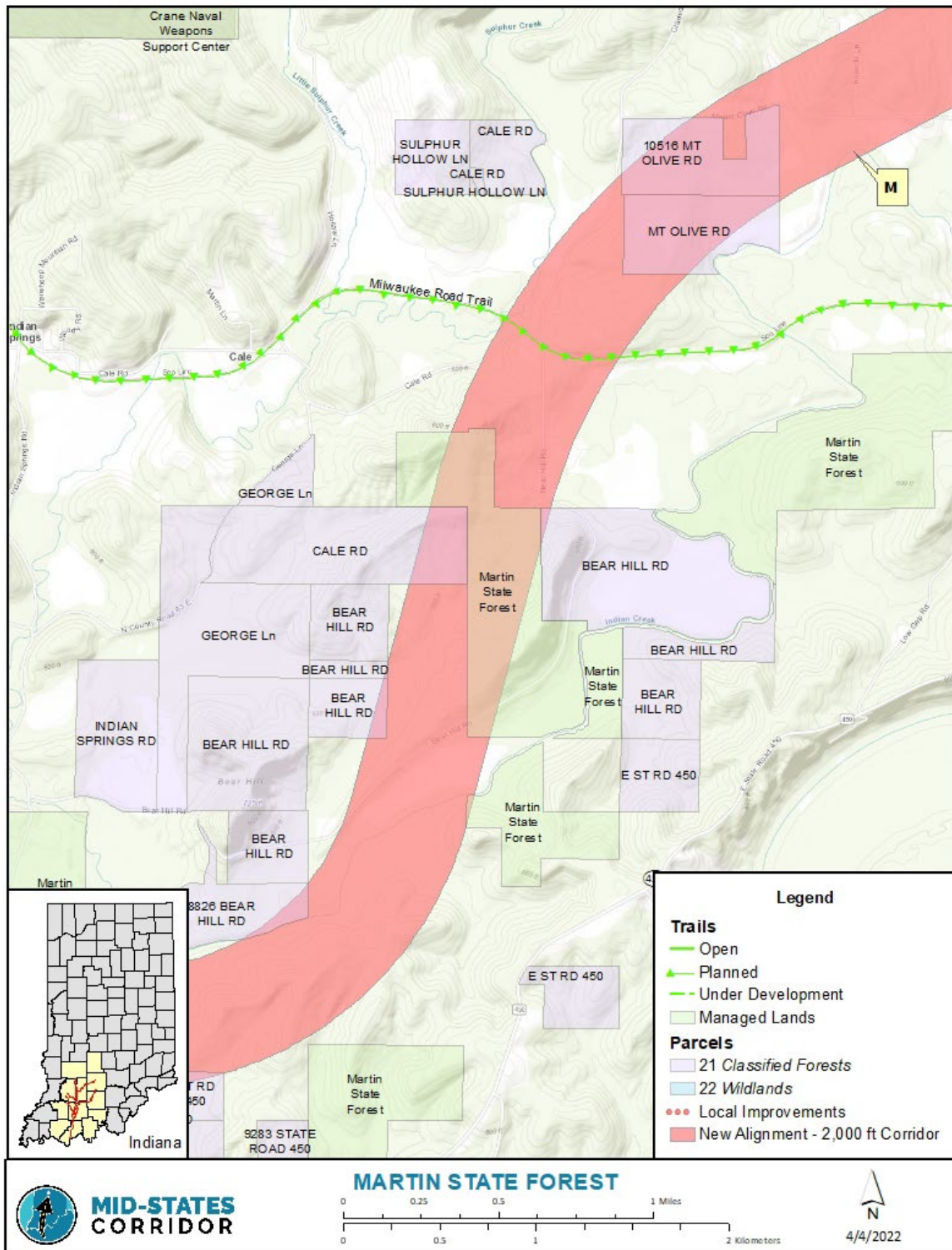


FIGURE 20: MANAGED LANDS IMPACTS AT MARTIN STATE FOREST

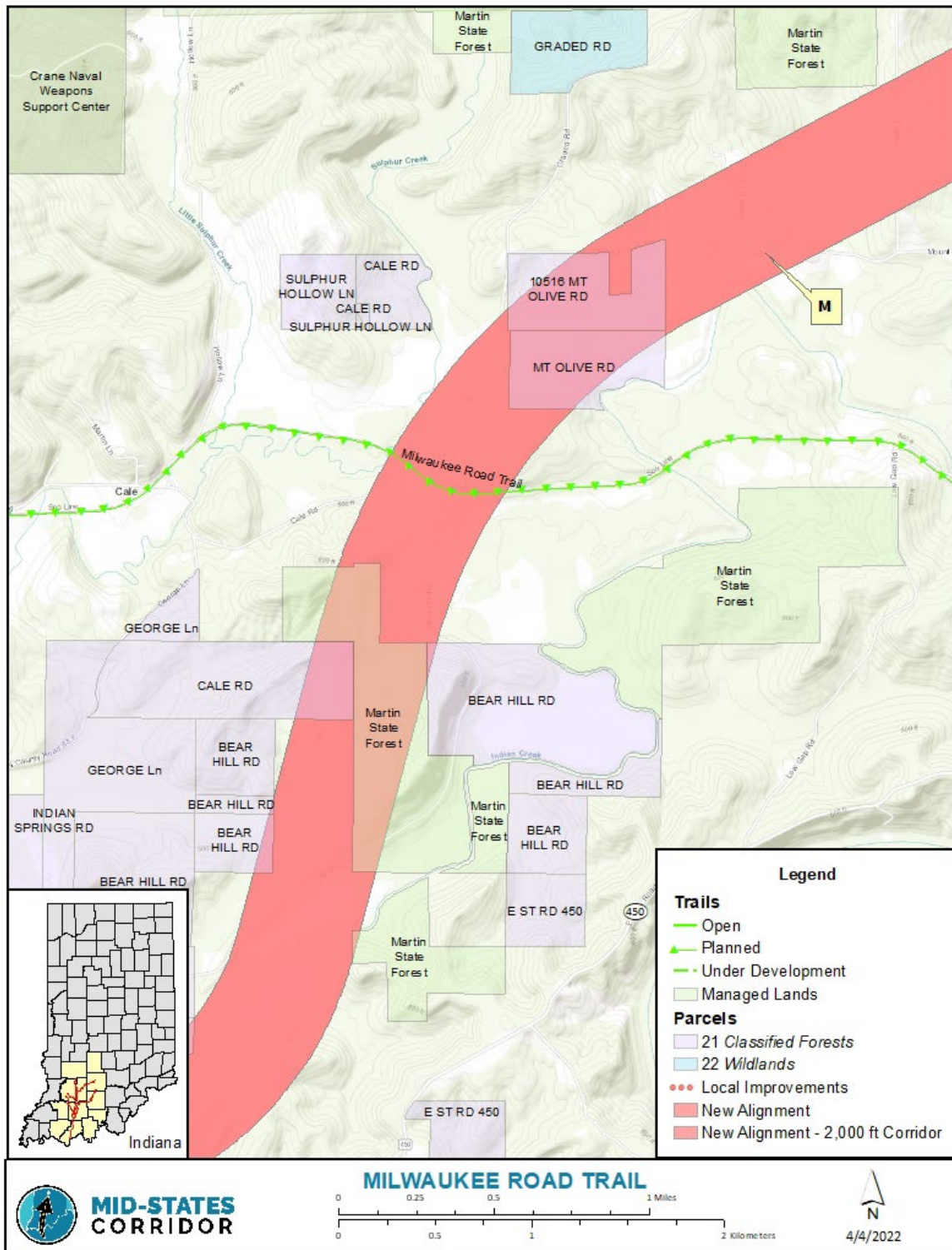


FIGURE 21: MANAGED LANDS IMPACTS AT MILWAUKEE ROAD TRAIL

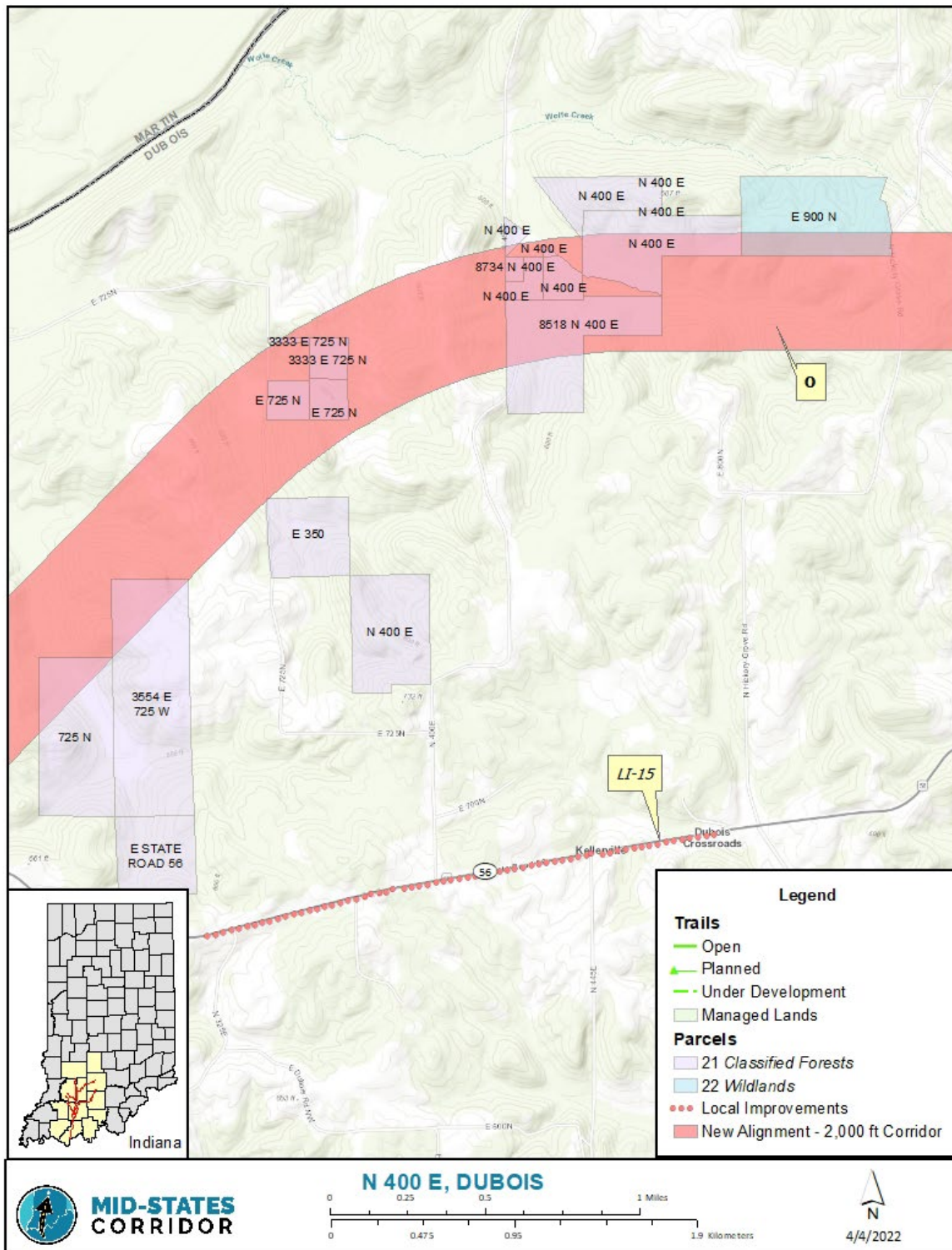


FIGURE 22: MANAGED LANDS IMPACTS AT N 400 E, DUBOIS

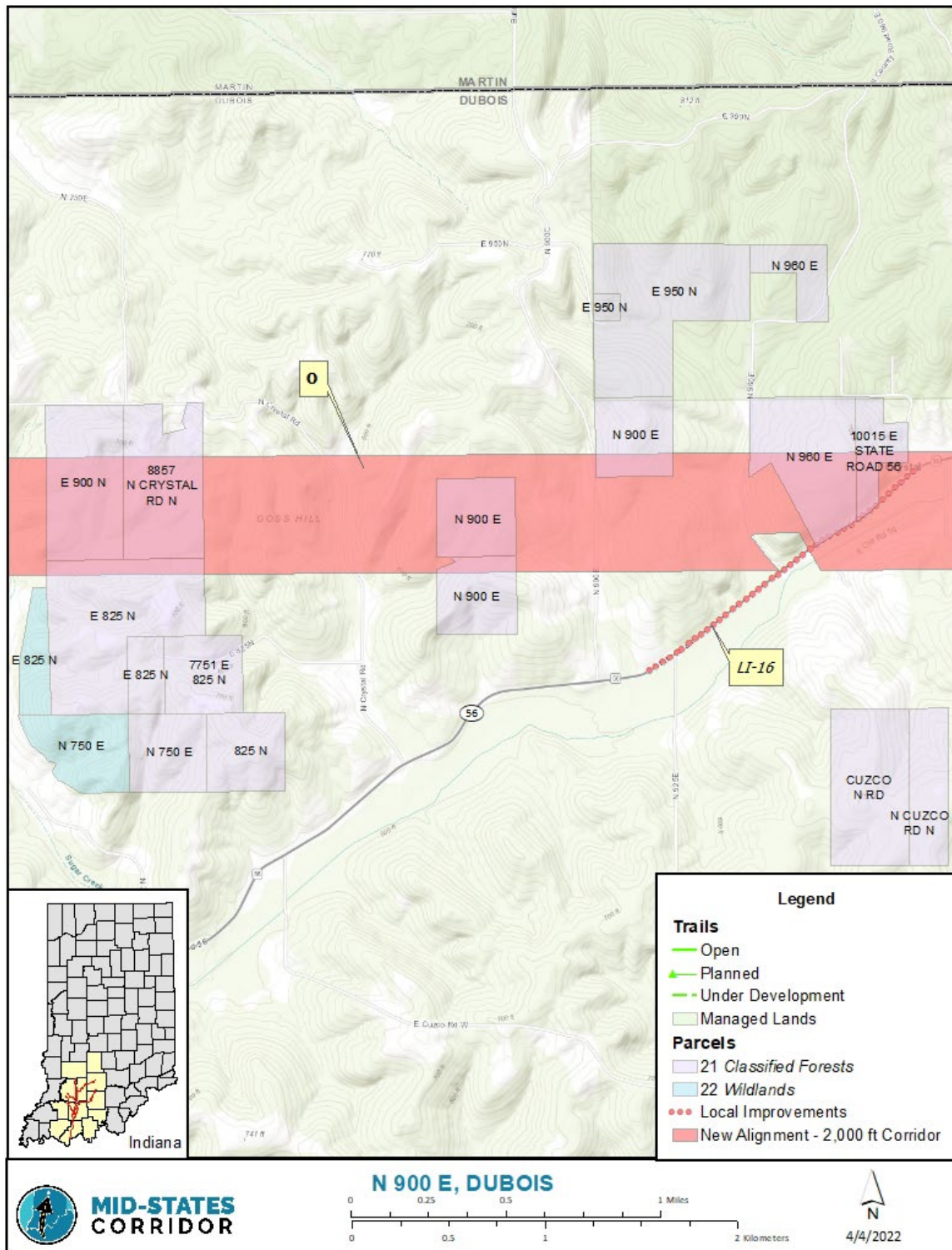


FIGURE 23: MANAGED LANDS IMPACTS AT N 900 E, DUBOIS

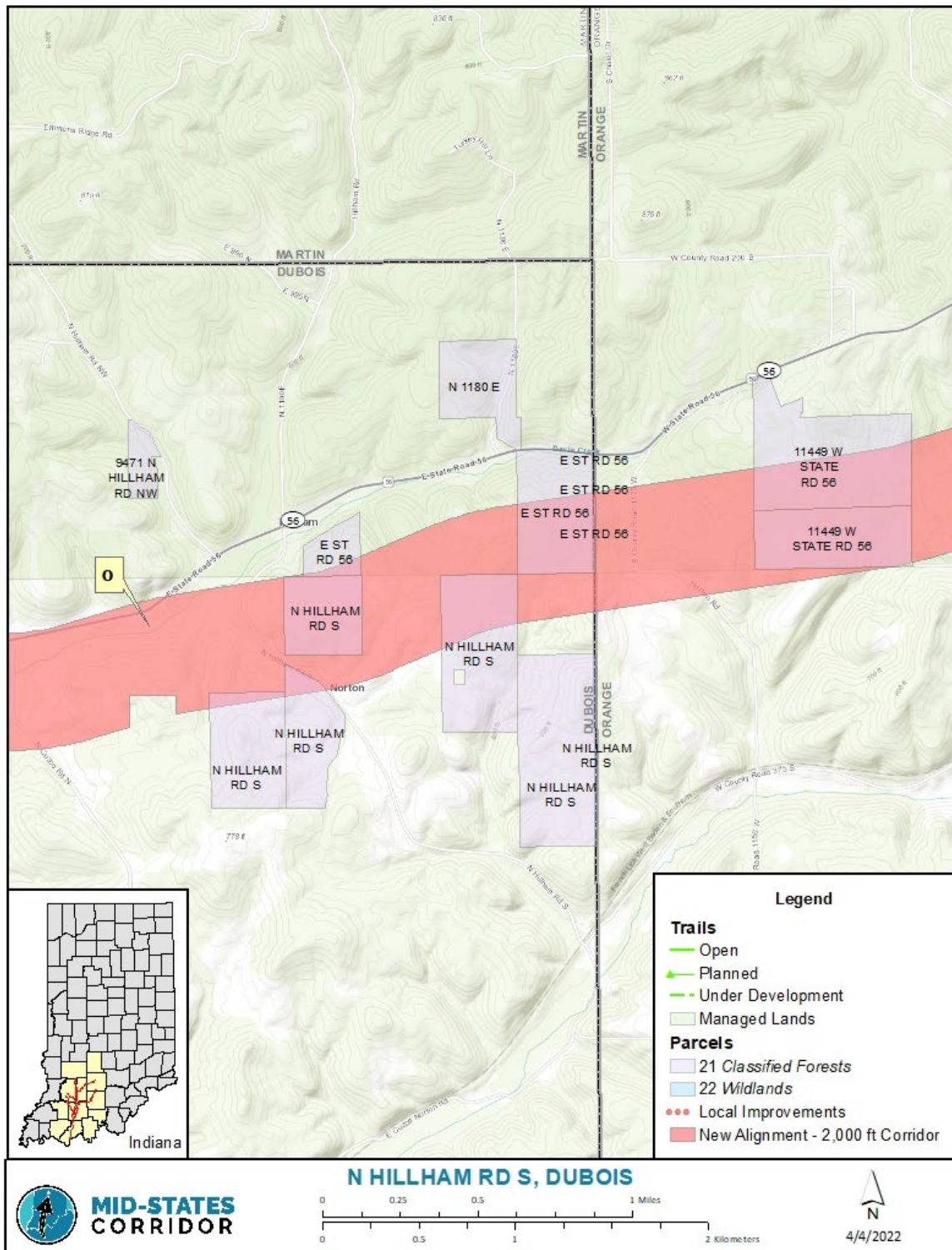


FIGURE 24: MANAGED LANDS IMPACTS AT N HILLHAM RD S, DUBOIS

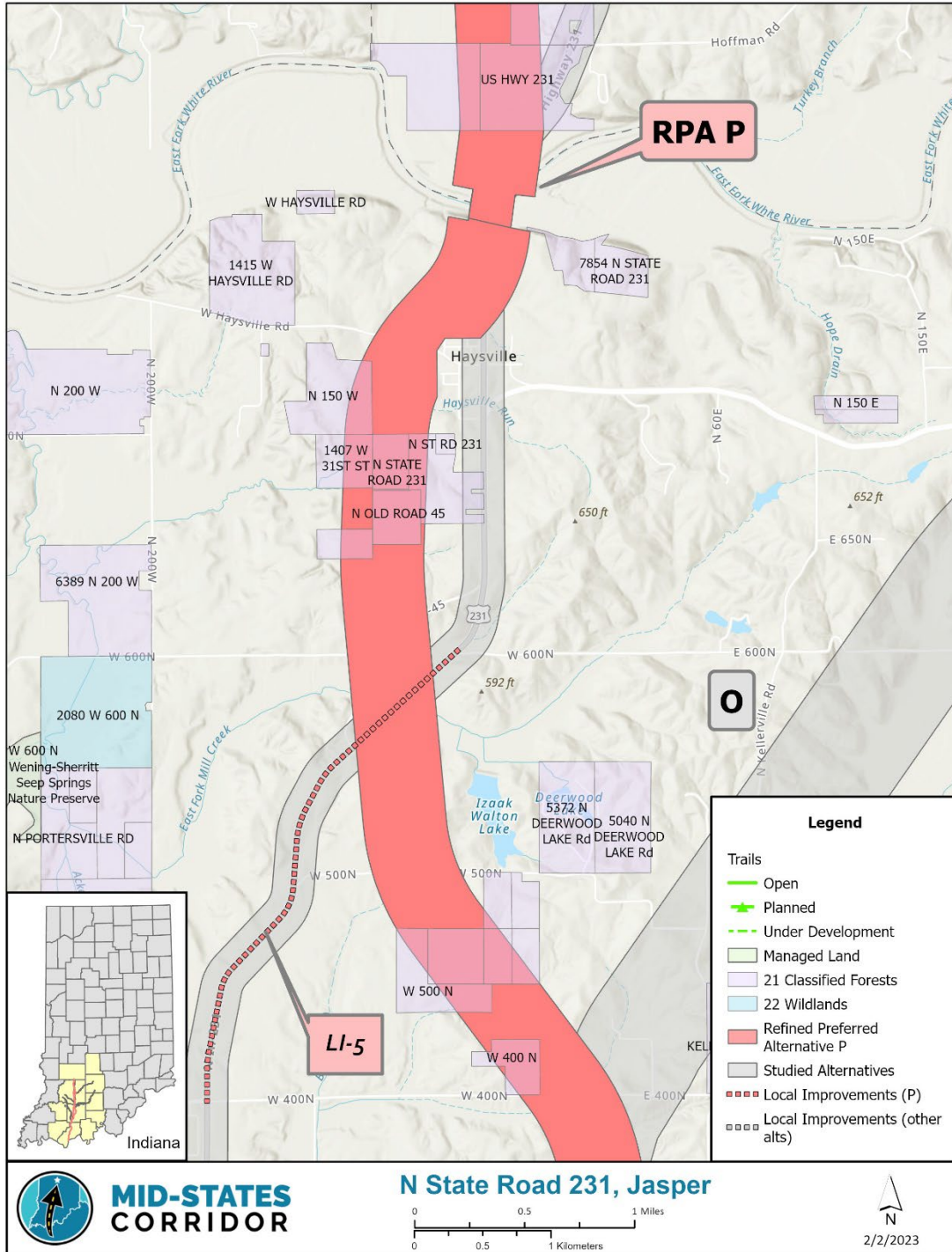


FIGURE 25: MANAGED LANDS IMPACTS AT N STATE ROAD 231, JASPER

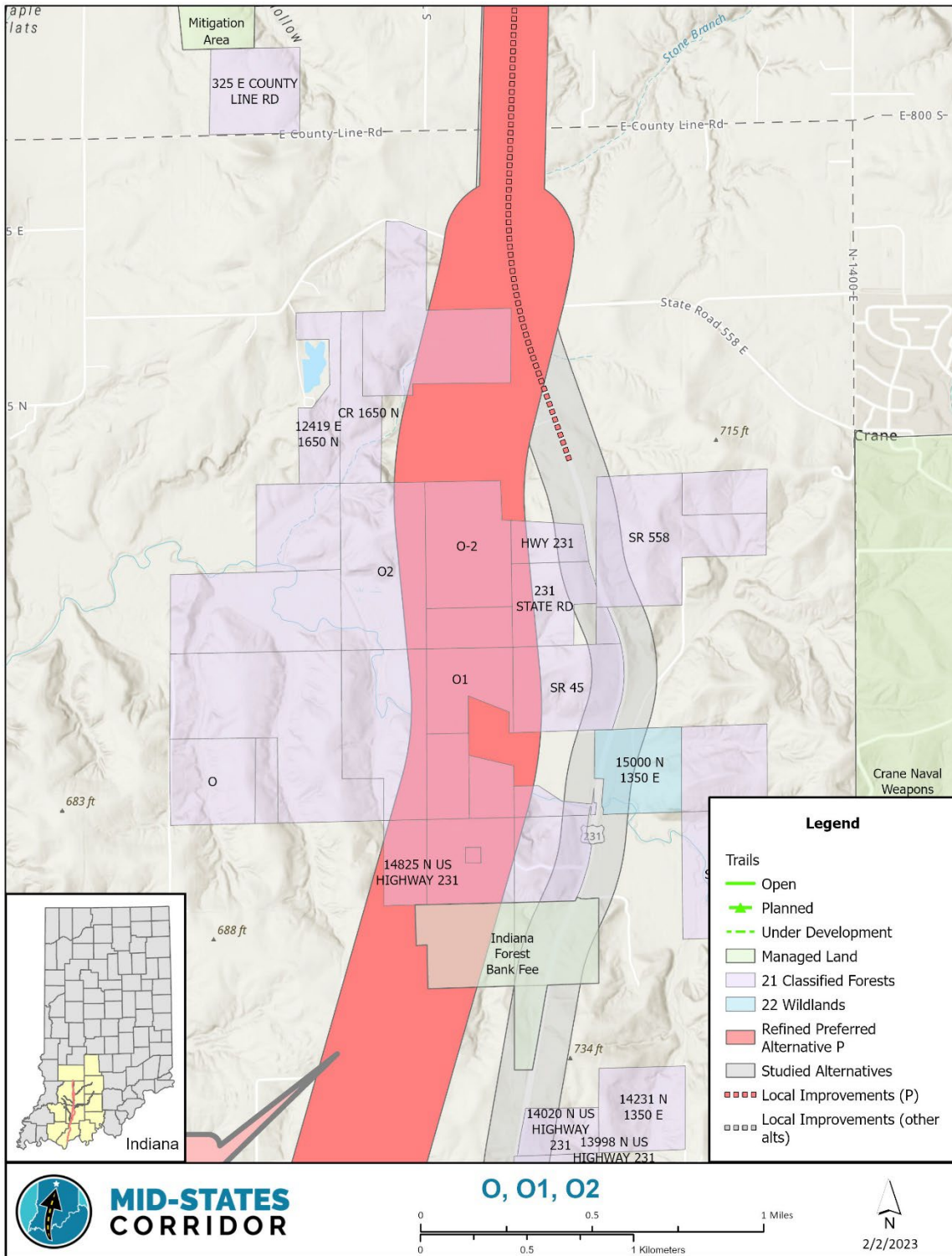


FIGURE 26: MANAGED LANDS IMPACTS AT O2

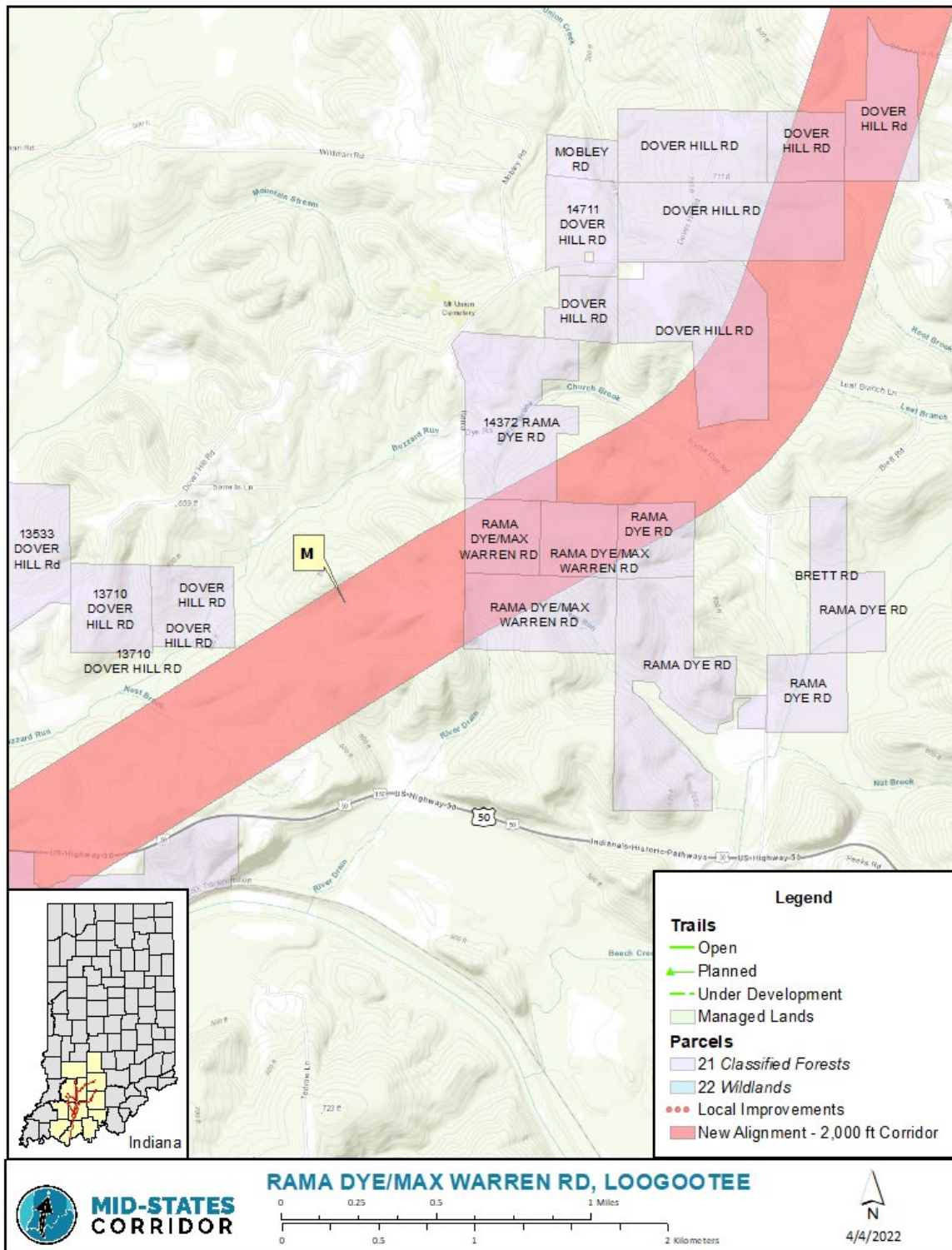


FIGURE 27: MANAGED LANDS IMPACTS AT RAMA DYE/MAX WARREN RD, LOGGOOTEE

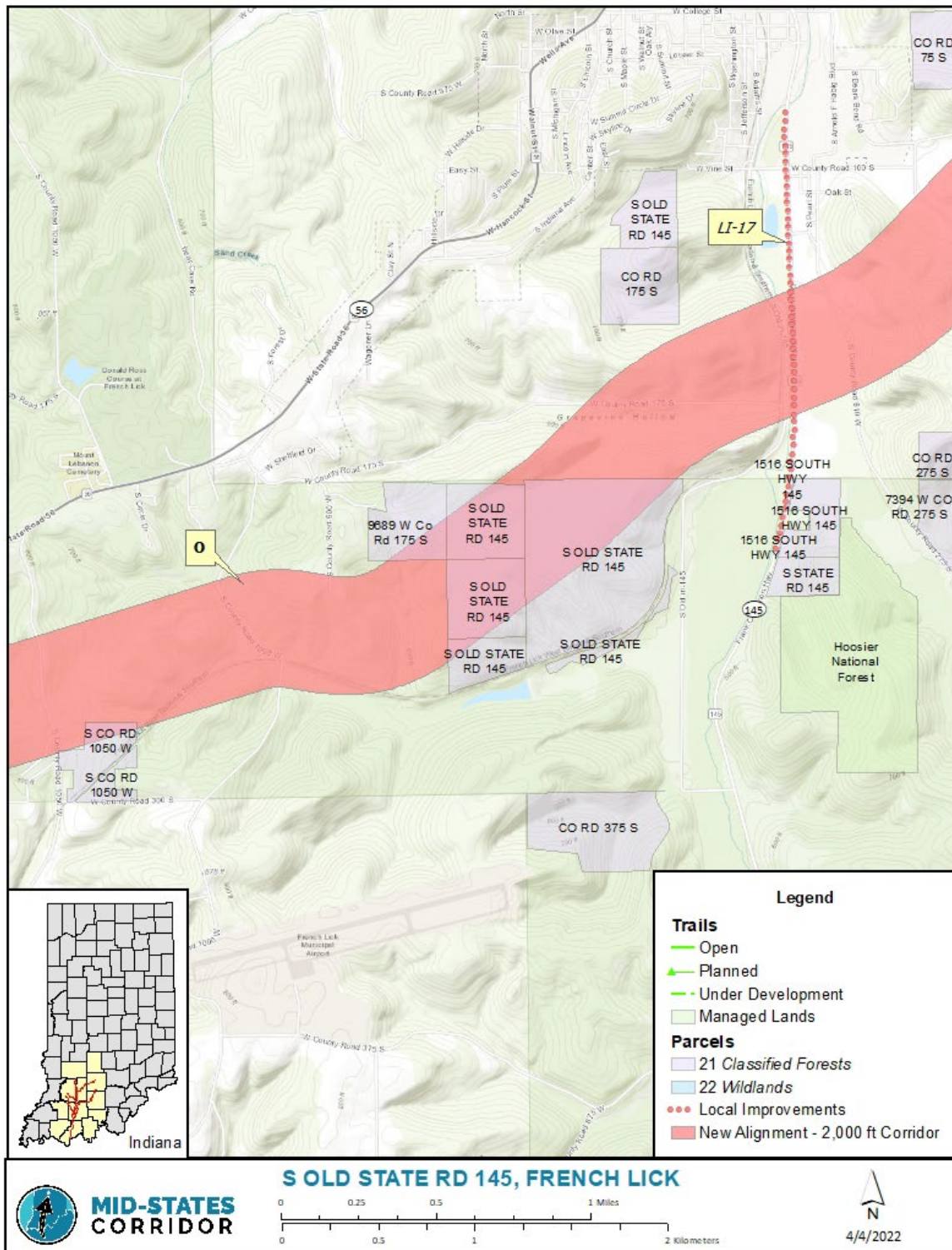


FIGURE 28: MANAGED LANDS IMPACTS AT S OLD STATE RD 145, FRENCH LICK

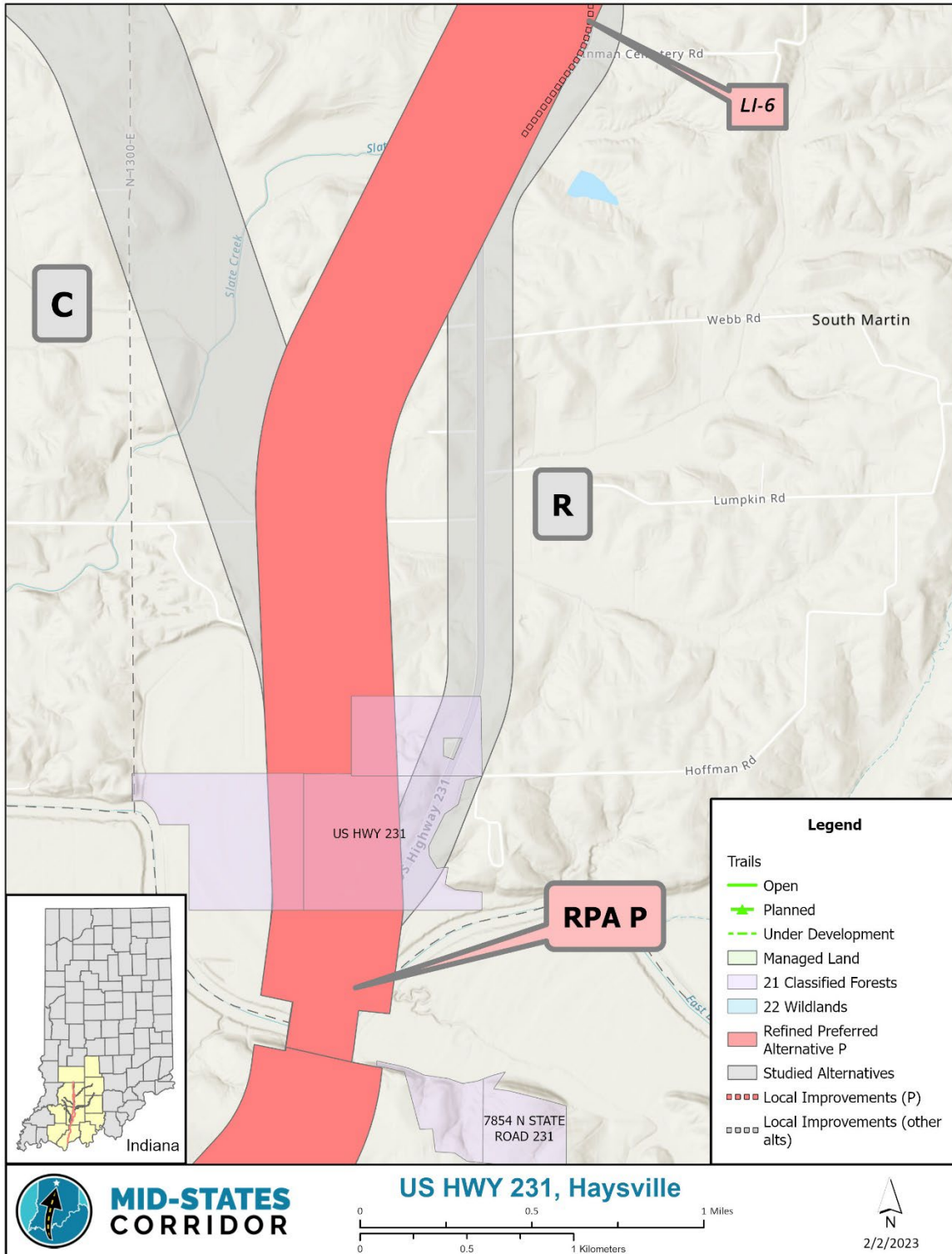


FIGURE 29: MANAGED LANDS IMPACTS AT US HWY 231, HAYSVILLE

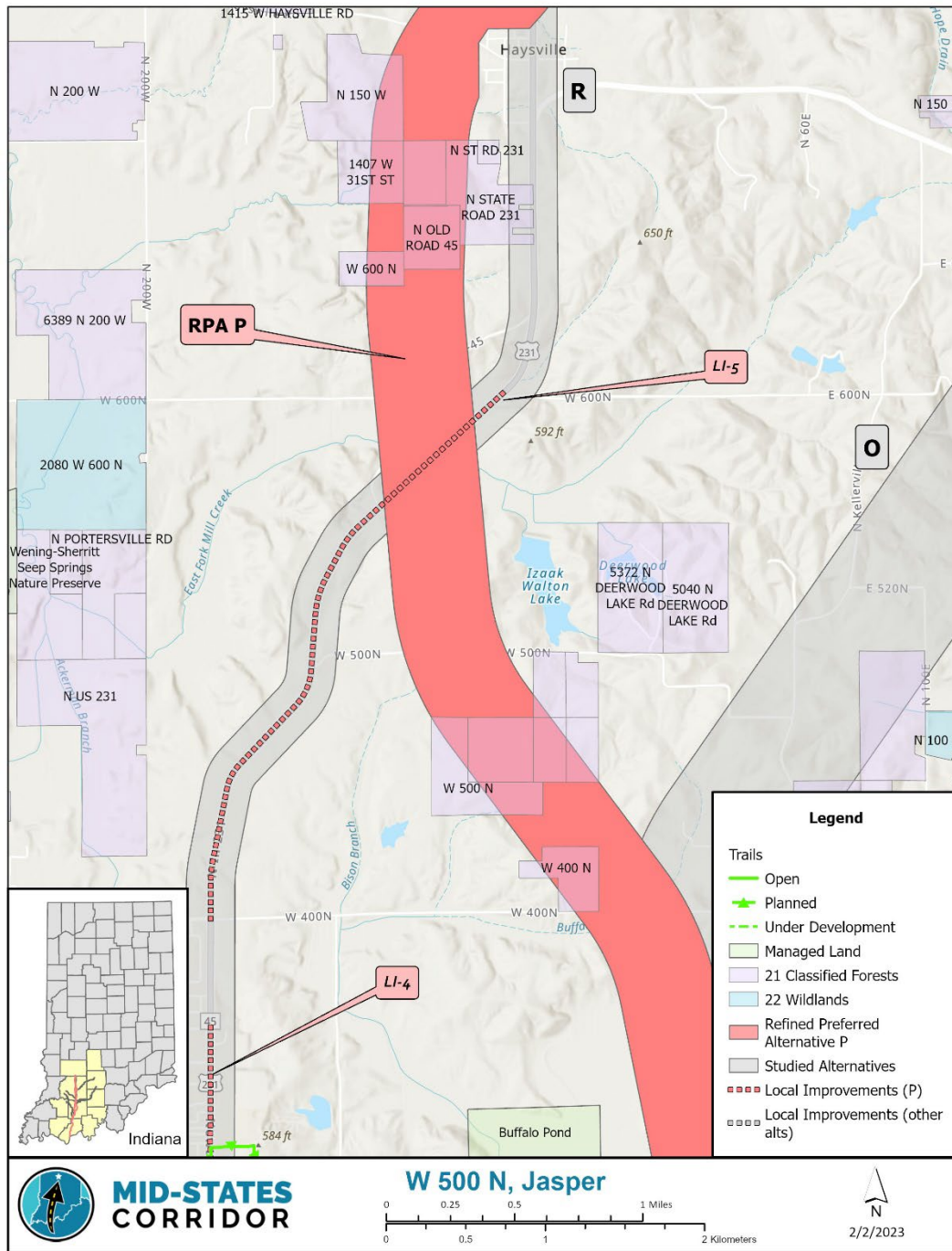


FIGURE 30: MANAGED LANDS IMPACTS AT W 500 N, JASPER

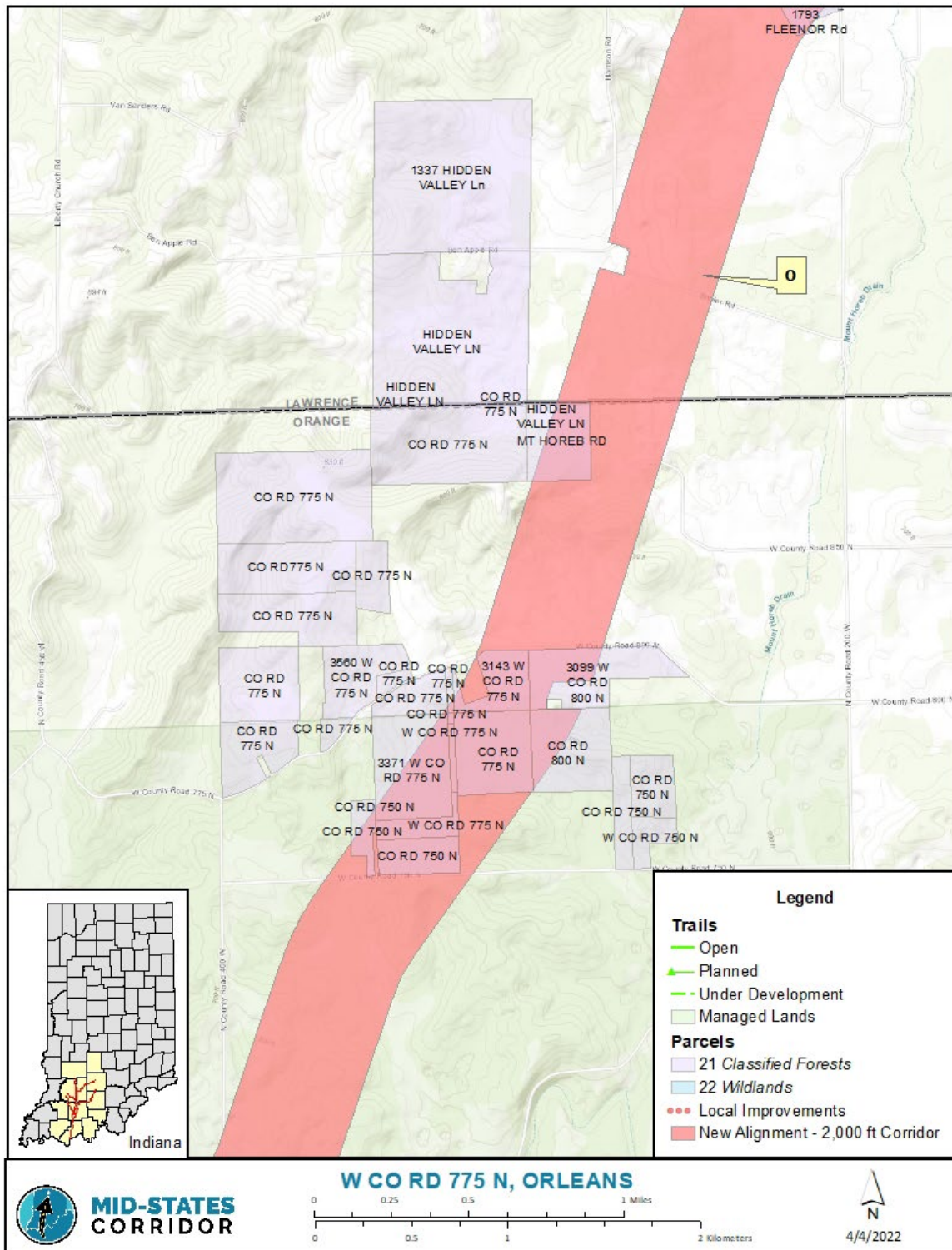


FIGURE 31: MANAGED LANDS IMPACTS AT W Co. Rd. 775 N, ORLEANS

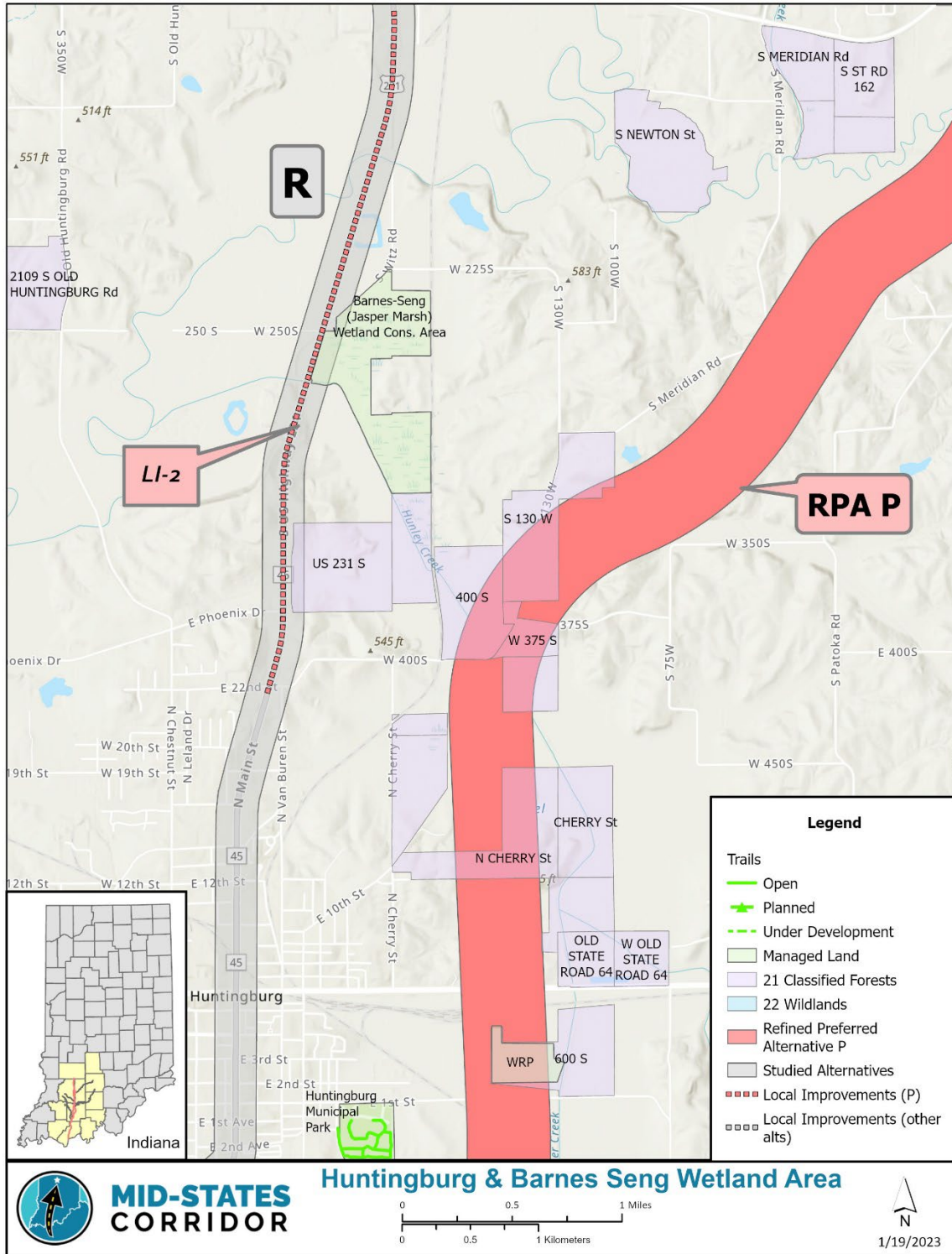


FIGURE 32: MANAGED LANDS IMPACTS AT WRP, HUNTINGBURG

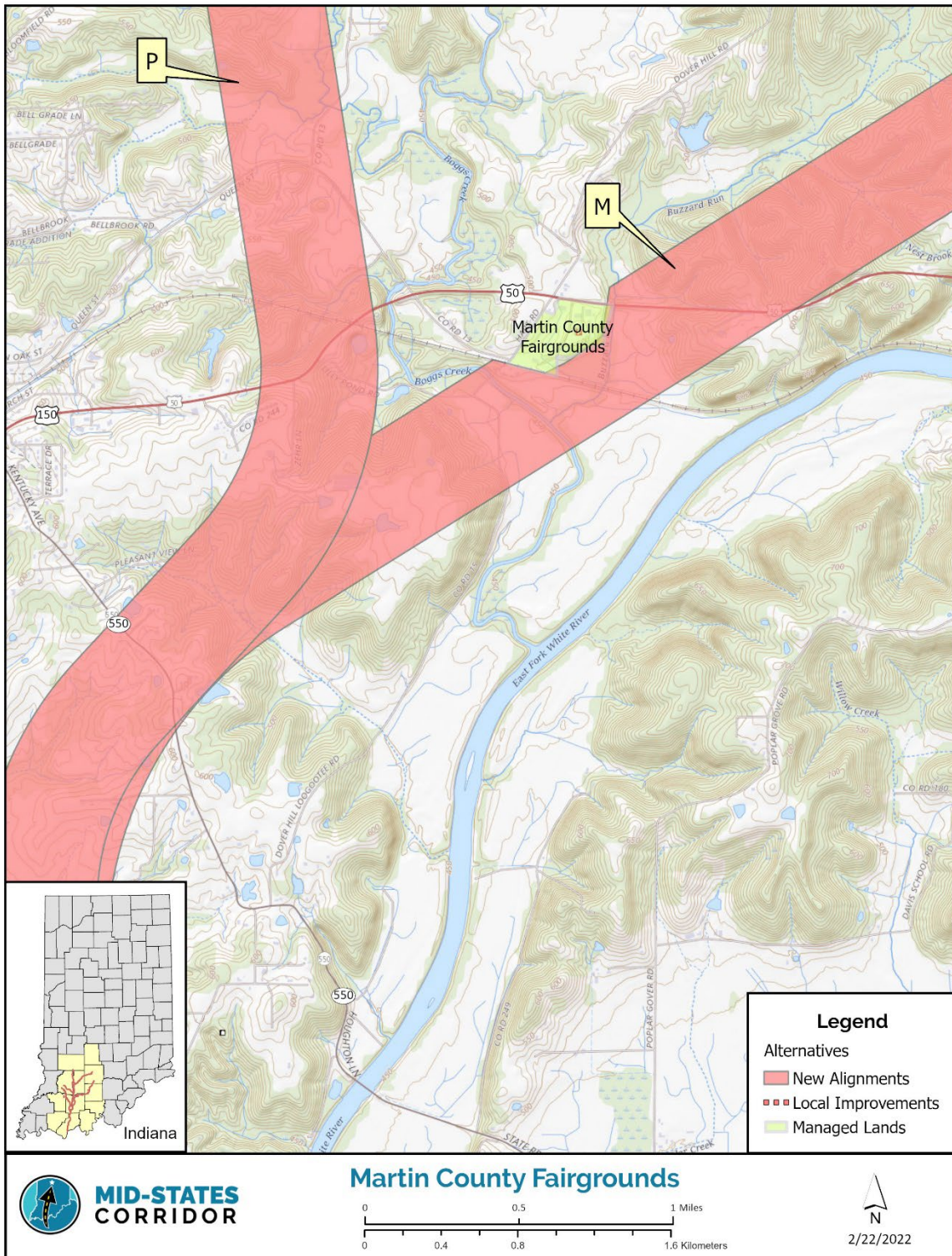


FIGURE 33: MANAGED LANDS IMPACTS AT MARTIN COUNTY FAIRGROUNDS

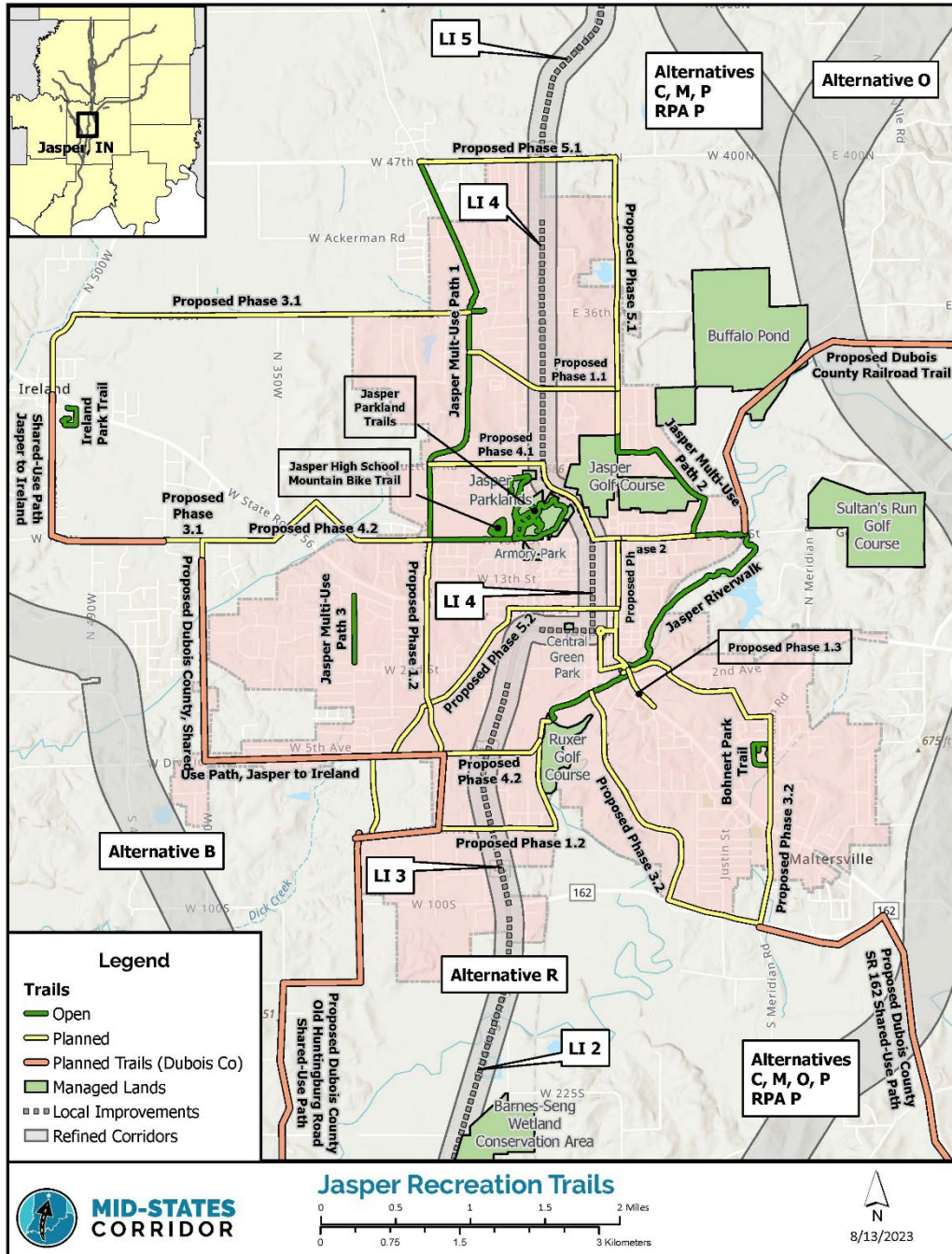


FIGURE 34: MANAGED LANDS IMPACTS AT JASPER TRAILS

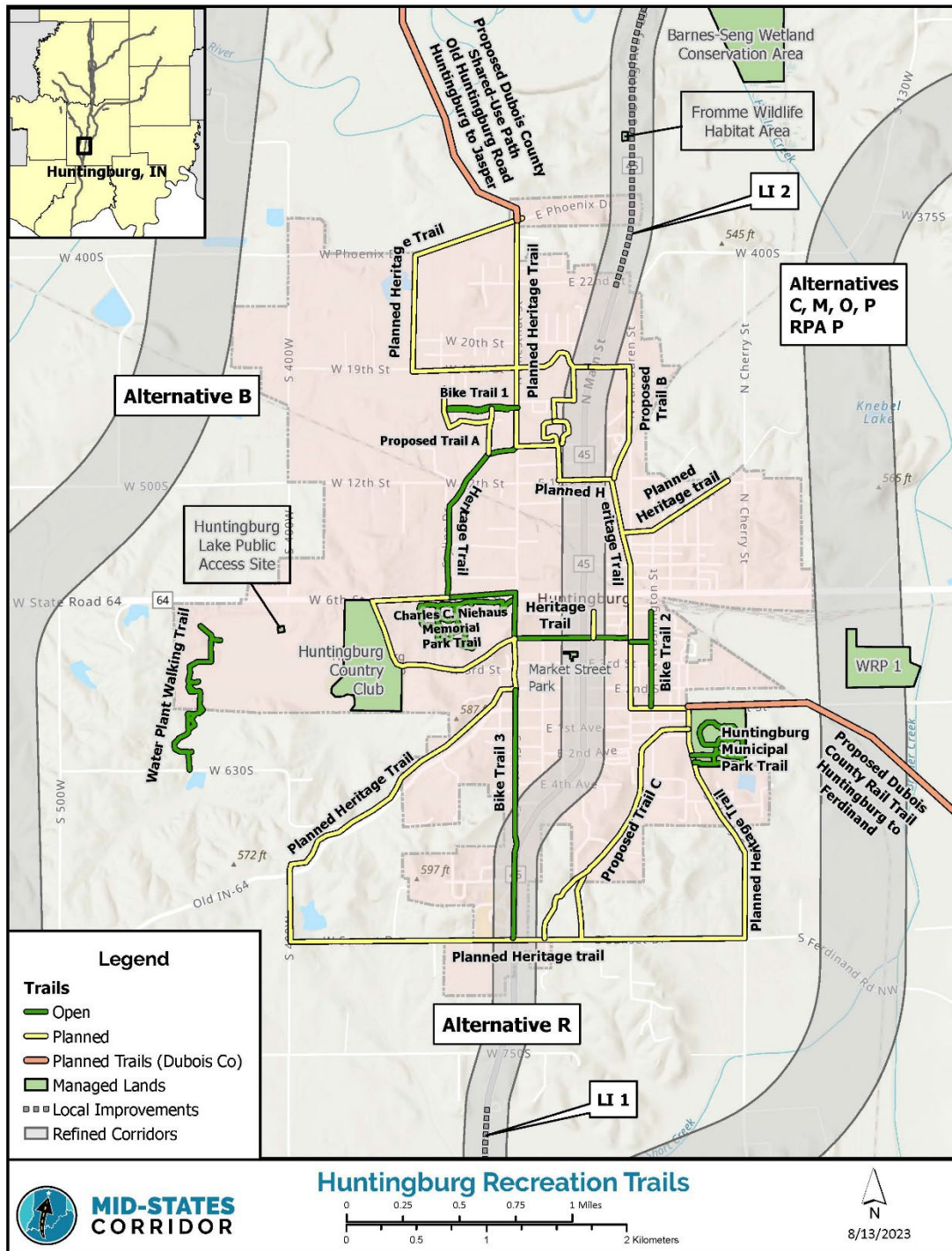


FIGURE 35: MANAGED LANDS IMPACTS AT HUNTINGBURG TRAILS

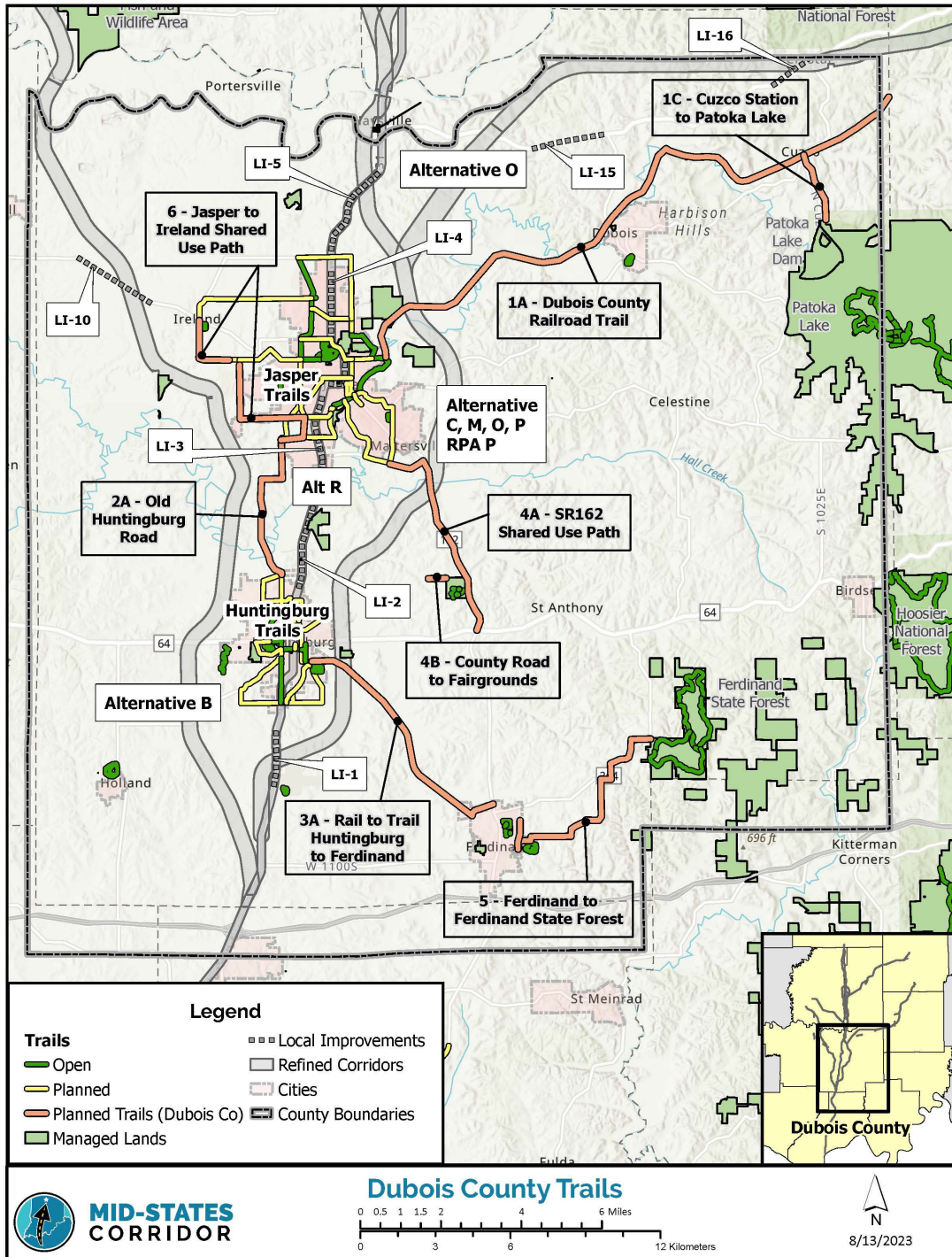


FIGURE 36: MANAGED LANDS IMPACTS AT DUBOIS COUNTY TRAILS

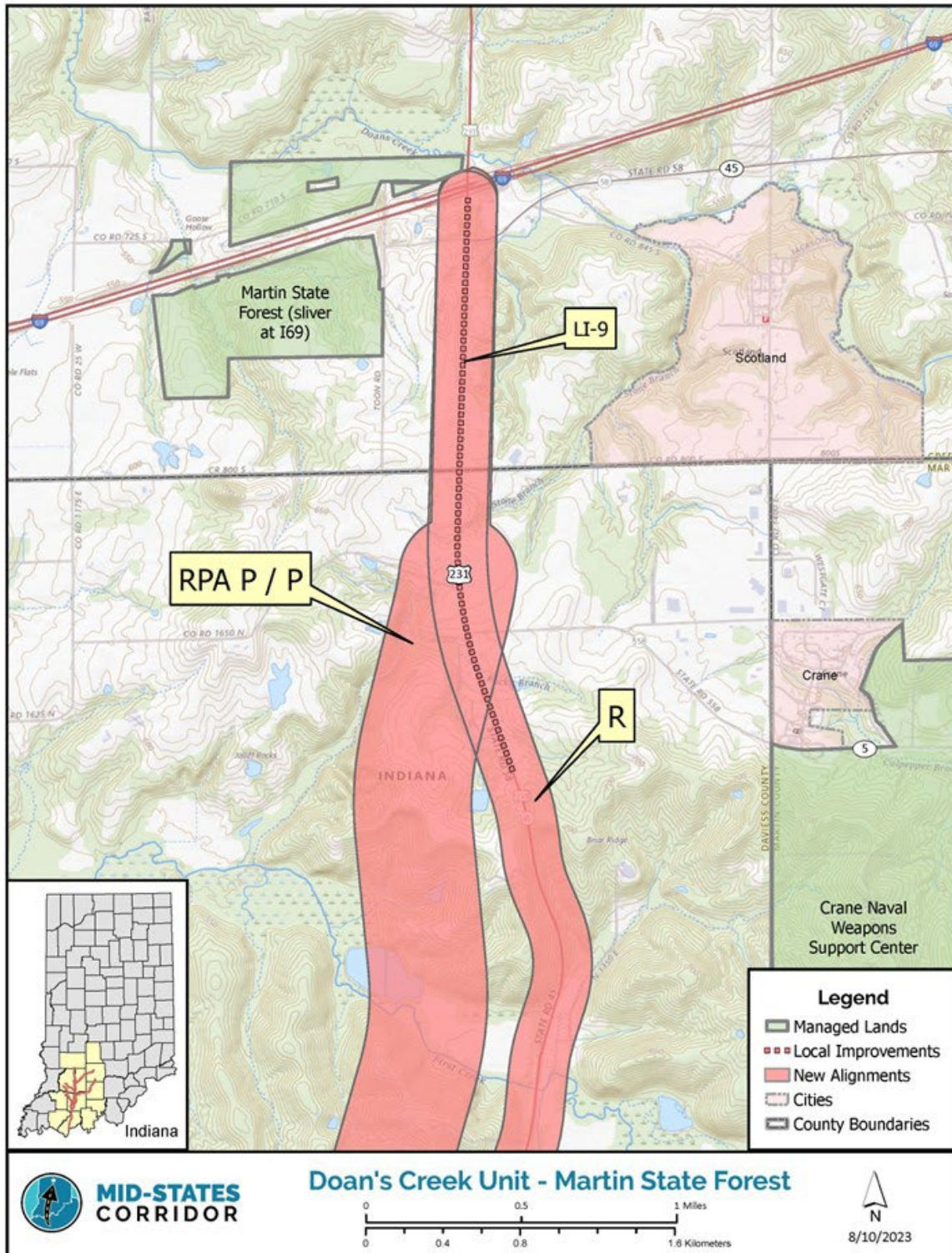


FIGURE 37: MANAGED LANDS IMPACTS AT MARTIN STATE FOREST UNIT AT I-69 AND US 231

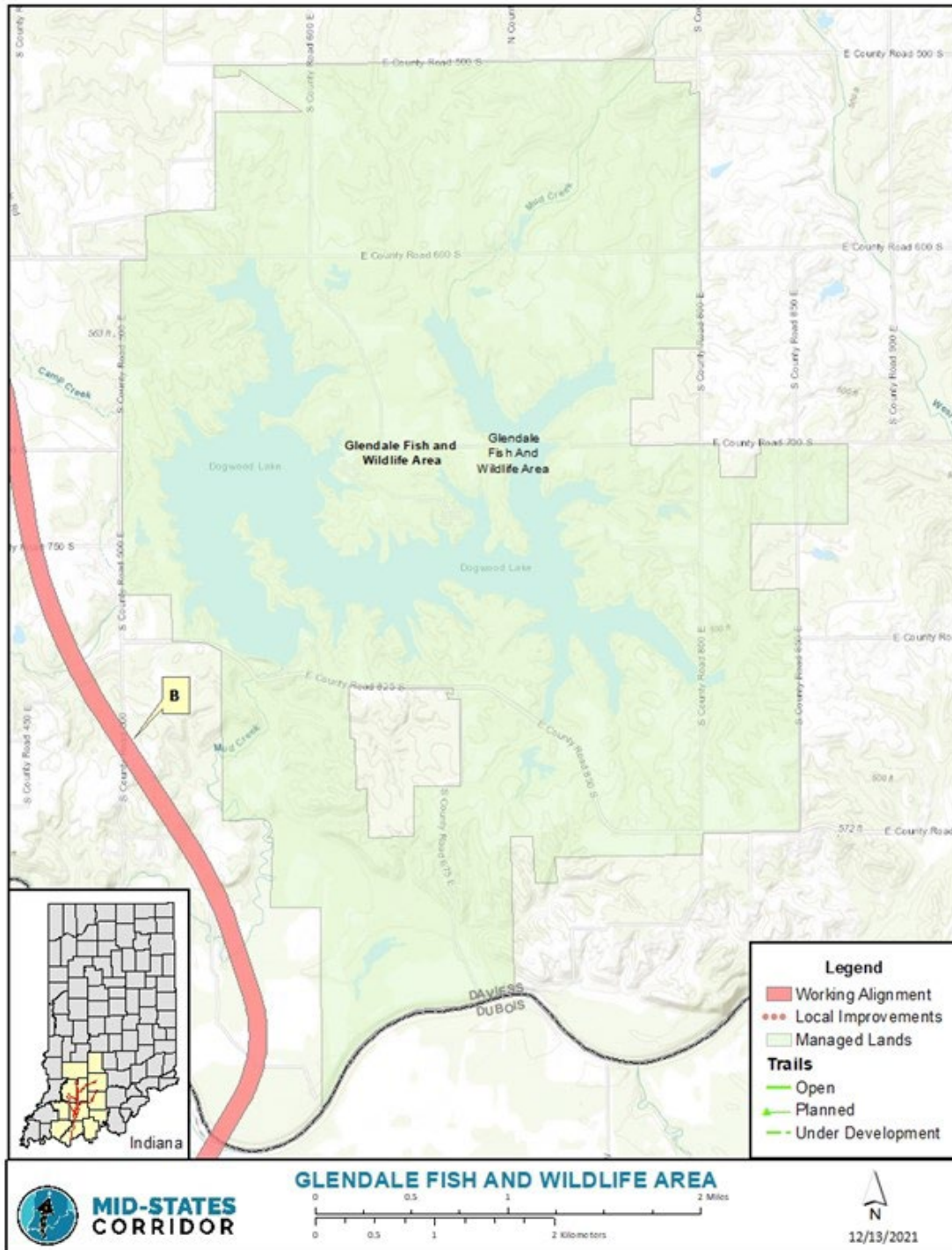


FIGURE 38: MANAGED LANDS IMPACTS AT GLENDALE FISH AND WILDLIFE AREA

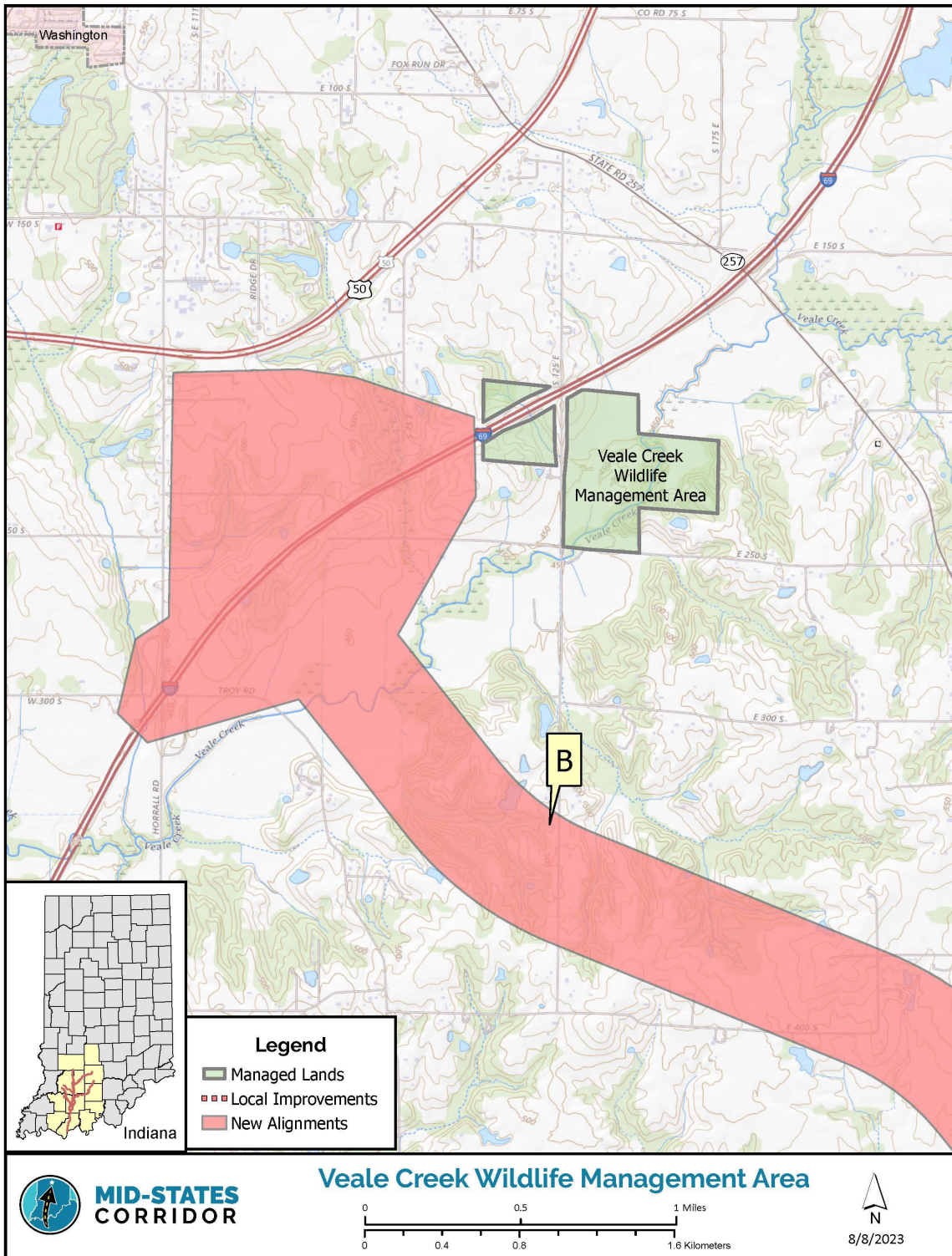


FIGURE 39: MANAGED LANDS IMPACTS AT VEALE CREEK WILDLIFE MANAGEMENT AREA



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

Alternatives					Managed Land					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Area (acres)		Section 3 Area (acres)		Total (acres)	
					Classified Forest	Wildlands	Classified Forest	Wildlands	Classified Forest	Wildlands
B	Expressway	West	N/A	B2-West	6	0	0	0	6	0
	Super 2	West	N/A	B3-West	5	0	0	0	5	0
C	Expressway	East	N/A	C2-East	18	0	1	0	19	0
	Super 2	East	N/A	C3-East	10	0	^	0	10	0
M	Expressway	East	N/A	M2-East	18	0	110	0	128	0
	Super 2	East	N/A	M3-East	10	0	98	1	108	1
O	Expressway	East	N/A	O2-East	^	0	212	0	212	0
	Super 2	East	N/A	O3-East	^	0	195	0	195	0
P	Expressway	East	Eastern	P2-East _{east}	18	0	40	0	58	0
			Western	P2-East _{west}	18	0	37	0	55	0
	Super 2	East	Eastern	P3-East _{east}	10	0	38	0	48	0
			Western	P3-East _{west}	10	0	35	0	45	0
RPA P	Expressway	East	P1		18	0	37	0	55	0
			P3		18	0	37	0	55	0
			P4		18	0	37	0	55	0
	Super 2	East	P1		10	0	35	0	45	0
			P2		10	0	35	0	45	0
			P3		10	0	35	0	45	0
			P4		10	0	35	0	45	0
R	Super 2	N/A	R	3	0	19	0	22	0	

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

^ Impacts are less than 0.5-acre.



TABLE 2: CLASSIFIED FOREST AND WILDLANDS WITHIN 500-FOOT BUFFER

Alternatives					Parcels within 500 ft of the Right of Way					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Area (count)		Section 3 Area (count)		Total (count)	
					Classified Forest	Wildlands	Classified Forest	Wildlands	Classified Forest	Wildlands
B	Expressway	West	N/A	B2-West	3	1	0	0	3	1
	Super 2	West	N/A	B3-West	3	1	0	0	3	1
C	Expressway	East	N/A	C2-East	13	0	2	0	15	0
	Super 2	East	N/A	C3-East	13	0	2	0	15	0
M	Expressway	East	N/A	M2-East	13	0	22	1	35	1
	Super 2	East	N/A	M3-East	13	0	20	1	33	1
O	Expressway	East	N/A	O2-East	10	0	29	0	39	0
	Super 2	East	N/A	O3-East	10	0	29	0	39	0
P	Expressway	East	Eastern	P2-East _{east}	13	0	9	0	22	0
			Western	P2-East _{west}	13	0	8	0	21	0
	Super 2	East	Eastern	P3-East _{east}	13	0	9	0	22	0
			Western	P3-East _{west}	13	0	8	0	21	0
RPA P	Expressway	East	P1		13	0	8	0	21	0
			P3		13	0	8	0	21	0
			P4		13	0	8	0	21	0
	Super 2	East	P1		13	0	8	0	21	0
			P2		13	0	8	0	21	0
			P3		13	0	8	0	21	0
			P4		13	0	8	0	21	0
R	Super 2	N/A	R		1	0	4	0	5	0

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



TABLE 3: CLASSIFIED FOREST AND WILDLANDS WITHIN 1,000-FOOT BUFFER

Alternatives					Parcels within 1,000 ft of the Right of Way					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Area (acres)		Section 3 Area (acres)		Total	
					Classified Forest	Wildlands	Classified Forest	Wildlands	Classified Forest	Wildlands
B	Expressway	West	N/A	B2-West	5	1	1	0	6	1
	Super 2	West	N/A	B3-West	4	1	1	0	5	1
C	Expressway	East	N/A	C2-East	18	0	3	0	21	0
	Super 2	East	N/A	C3-East	17	0	3	0	20	0
M	Expressway	East	N/A	M2-East	18	0	33	1	51	1
	Super 2	East	N/A	M3-East	17	0	33	1	50	1
O	Expressway	East	N/A	O2-East	15	0	38	0	53	0
	Super 2	East	N/A	O3-East	14	0	38	0	52	0
P	Expressway	East	Eastern	P2-East _{east}	18	0	13	0	31	0
			Western	P2-East _{west}	17	0	12	0	29	0
	Super 2	East	Eastern	P3-East _{east}	18	0	13	0	31	0
			Western	P3-East _{west}	17	0	12	0	29	0
RPA P	Expressway	East	P1		18	0	12	0	30	0
			P3		18	0	12	0	30	0
			P4		18	0	12	0	30	0
	Super 2	East	P1		17	0	12	0	29	0
			P2		17	0	12	0	29	0
			P3		17	0	12	0	29	0
			P4		17	0	12	0	29	0
R	Super 2	N/A	R		2	0	7	0	9	0

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



TABLE 4: CLASSIFIED FOREST AND WILDLANDS IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS

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

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



TABLE 5: MANAGED LANDS IMPACTS WITHIN RIGHT-OF-WAY

Alternatives					Managed Lands		
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Area (acres)		
					IDNR Managed	NRCS Easements	Other
B	Expressway	West	N/A	B2-West	0	0	0
	Super 2	West	N/A	B3-West	0	0	0
C	Expressway	East	N/A	C2-East	0	10	0
	Super 2	East	N/A	C3-East	0	5	0
M	Expressway	East	N/A	M2-East	35	11	^
	Super 2	East	N/A	M3-East	27	5	^
O	Expressway	East	N/A	O2-East	0	10	0
	Super 2	East	N/A	O3-East	0	5	0
P	Expressway	East	Eastern	P2-East _{east}	0	10	6
			Western	P2-East _{west}	^	10	6
	Super 2	East	Eastern	P3-East _{east}	0	5	5
			Western	P3-East _{west}	^	5	5
RPA P	Expressway	East	P1		^	10	6
			P3		0	10	6
			P4		0	10	6
	Super 2	East	P1		^	5	5
			P2		0	5	5
			P3		0	5	5
			P4		0	5	5
R	Super 2	N/A	R		16	0	12

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



TABLE 6: MANAGED LANDS WITHIN 500 FT. BUFFER, BY SECTION

Alternatives				Mapping Label	500 ft Buffer Properties (Count)					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass		Section 2 Properties			Section 3 Properties		
					IDNR Managed	NRCS Easements	Other	IDNR Managed	NRCS Easements	Other
B	Expressway	West	N/A	B2-West		1		1		
	Super 2	West	N/A	B3-West		1		1		
C	Expressway	East	N/A	C2-East	1	1	1			
	Super 2	East	N/A	C3-East	1	1	1			
M	Expressway	East	N/A	M2-East	1	1	1	1	1	1
	Super 2	East	N/A	M3-East	1	1	1	1	1	1
O	Expressway	East	N/A	O2-East	1	1	1			
	Super 2	East	N/A	O3-East	1	1	1			
P	Expressway	East	Eastern	P2-East _{east}	1	1	1	1		1
			Western	P2-East _{west}	1	1	1	2		1
	Super 2	East	Eastern	P3-East _{east}	1	1	1	1		1
			Western	P3-East _{west}	1	1	1	2		1
RPA P	Expressway	East	P1	P1	1	1	1	2		1
			P3	P3	1	1	1	1		1
			P4	P4	1	1	1	1		1
	Super 2	East	P1	P1	1	1	1	2		1
			P2	P2	1	1	1	1		2
			P3	P3	1	1	1	1		1
			P4	P4	1	1	1	1		1
R	Super 2	N/A	N/A	R	3	0	4	2		2

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



TABLE 7: MANAGED LANDS WITHIN 1,000-FT. BUFFER, BY SECTION

Alternatives					1000-ft Buffer Properties (Count)					
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Section 2 Properties			Section 3 Properties		
					IDNR Managed	NRCS Easements	Other	IDNR Managed	NRCS Easements	Other
B	Expressway	West	N/A	B2-West		1		2		
	Super 2	West	N/A	B3-West		1		1		
C	Expressway	East	N/A	C2-East	2	1	2			
	Super 2	East	N/A	C3-East	1	1	2			
M	Expressway	East	N/A	M2-East	2	1	2	1	1	1
	Super 2	East	N/A	M3-East	1	1	1	1	1	1
O	Expressway	East	N/A	O2-East	2	1	1			
	Super 2	East	N/A	O3-East	1	1	1			
P	Expressway	East	Eastern	P2-East _{east}	2	1	2	1		2
			Western	P2-East _{west}	2	1	2	2		2
	Super 2	East	Eastern	P3-East _{east}	1	1	2	1		2
			Western	P3-East _{west}	1	1	2	2		2
RPA P	Expressway	East	P1	P1	2	1	2	2		2
			P3	P3	2	1	2	1		2
			P4	P4	2	1	2	1		2
	Super 2	East	P1	P1	1	1	2	2		2
			P2	P2	1	1	2	1		3
			P3	P3	1	1	2	1		2
			P4	P4	1	1	2	1		2
R	Super 2	N/A	N/A	R	3		4	2		2

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



TABLE 8: MANAGED LANDS IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS

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

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



TABLE 9: TRAIL IMPACTS WITHIN RIGHT-OF-WAY

Alternatives				Mapping Label	Managed Trails	
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass		Length (feet)	
					Opened	Planned
B	Expressway	West	N/A	B2-West	0	0
	Super 2	West	N/A	B3-West	0	0
C	Expressway	East	N/A	C2-East	0	1,639
	Super 2	East	N/A	C3-East	0	1,338
M	Expressway	East	N/A	M2-East	0	2,194
	Super 2	East	N/A	M3-East	0	1,840
O	Expressway	East	N/A	O2-East	0	1,639
	Super 2	East	N/A	O3-East	0	1,338
P	Expressway	East	Eastern	P2-East _{east}	0	1,643
			Western	P2-East _{west}	0	1,937
	Super 2	East	Eastern	P3-East _{east}	0	1,338
			Western	P3-East _{west}	0	1,632
RPA P	Expressway	East	P1		0	1,937
			P3		0	1,643
			P4		0	1,643
	Super 2	East	P1		0	1,632
			P2		0	2,954
			P3		0	1,338
			P4		0	1,338
R	Super 2	N/A		R	1,604	20,934



TABLE 10: TRAIL IMPACTS WITHIN 500 AND 1,000 FT. BUFFER

Alternatives					Trails in ROW Vicinity			
Alternatives	Facility*	Sec 2 Corridor	Loogootee Bypass	Mapping Label	Within 500-ft Buffer		Within 1,000-ft Buffer	
					Opened	Planned	Opened	Planned
B	Expressway	West	N/A	B2-West	0	0	0	0
	Super 2	West	N/A	B3-West	0	0	0	0
C	Expressway	East	N/A	C2-East	0	3	0	3
	Super 2	East	N/A	C3-East	0	3	0	3
M	Expressway	East	N/A	M2-East	0	4	0	4
	Super 2	East	N/A	M3-East	0	4	0	4
O	Expressway	East	N/A	O2-East	0	3	0	3
	Super 2	East	N/A	O3-East	0	3	0	3
P	Expressway	East	Eastern	P2-East _{east}	0	3	0	3
			Western	P2-East _{west}	0	4	0	4
	Super 2	East	Eastern	P3-East _{east}	0	3	0	3
			Western	P3-East _{west}	0	4	0	4
RPA P	Expressway	East	P1		0	4	0	4
			P3		0	3	0	3
			P4		0	3	0	3
	Super 2	East	P1		0	4	0	4
			P2		0	5	0	5
			P3		0	3	0	3
			P4		0	3	0	3
R	Super 2	N/A		R	5	13	5	14



TABLE 11: TRAIL IMPACTS WITHIN RIGHT-OF-WAY, LOCAL IMPROVEMENTS

Local Improvements*				Managed Trails	
LI-#	Existing Road	Alternatives	Section	Length (feet)	
				Opened	Planned
LI-1	US 231	B, C, M, O, P, RPA P	2	0	0
LI-2	US 231	B, C, M, O, P, RPA P	2	0	0
LI-3	US 231	B, C, M, O, P, RPA P	2	0	611
LI-4	US 231	C, M, O, P, RPA P	2	0	0
LI-5	US 231	C, M, O, P, RPA P	2	0	144
LI-6	US 231	M, P, RPA P	3	0	0
LI-7	US 231	M, P, RPA P	3	0	0
LI-8	US 231	P, RPA P	3	0	4,184
LI-9	US 231	P, RPA P	3	0	0
LI-10	SR 56	B	2	0	0
LI-11	SR 257	B	2	0	0
LI-12	SR 257	B	3	0	0
LI-13	SR 450	M	3	0	0
LI-14	SR 450	M	3	0	0
LI-15	SR 56	O	3	0	0
LI-16	SR 56	O	3	0	0
LI-17	SR 145	O	3	0	0
LI-18	US 150	O	3	0	0