



**MID-STATES  
CORRIDOR**

# APPENDIX NN – POST-DEIS LOOGOOTEE OUTREACH

## Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for

Indiana Department of Transportation  
Mid-States Corridor Regional Development Authority

MAY 31, 2023

Prepared by

Mid-States Corridor Project Consultant





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## Loogootee and Martin County Coordination

In response to DEIS comments objecting to the selection of a western alternative around Loogootee, the project team made outreach efforts to collect additional information. Feedback from local public officials and stakeholders led to the decision to carry forward multiple variations of the Preferred Alternative in the Loogootee area for further analysis in the Tier 2 studies. The Preferred Alternative is the FEIS, Refined Preferred Alternative P (RPA P), incorporates these variations. These variations are in Section of Independent Utility (SIU) 4 of RPA P. This Appendix documents:

- Relevant DEIS comments
- Meetings to better understand local concerns
- The project team’s recommendation for variations to be evaluated in Tier 2 studies
- Outreach materials to inform the public about these additional variations
- Comments regarding the variations during a 30-day comment period

### Comments on DEIS

A common theme of comments on the Draft Environmental Impact Statement was concern that Preferred Alternative P, with its western variation around Loogootee, would have negative impacts. In addition to being numerous, the comments also were provided by nearly all elected officials in Loogootee and Martin County.

As one example, The Collective of Legislative and Executive Governing Bodies of Martin County Indiana submitted a response (comment 0732) raising multiple concerns. These included the economic impact of diverting traffic from US 231 to a western variation around Loogootee, inconsistencies with area Comprehensive Plans and Land Use Zoning and impacts to housing and education initiatives. The signees included all Martin County Commissioners, Martin County Council members and City of Loogootee elected officials.

Other key comments are summarized here. The full versions are available in Volume IV, Responses to Comments, of this FEIS.

- Noel Harty, Mayor of Loogootee (comment 0481), stated there is a lack of replacement housing for displaced families.
- Scott Seals, Martin County Highway Superintendent, stated there would be added impacts to local roads. He stated that current road maintenance funding is inadequate. In comment 0476 he states, “as a highway superintendent I struggle with the lack of funding this county faces with a great deal of our acreage residing in Crane and state forest”.
- Greg Jones, Southern Indiana Development Corporation, stated in comment 0525, “I believe that there is the potential for Loogootee and Shoals to lose necessary customers traffic that keep their fragile business ecosystem surviving.”
- Paul George, Martin County Farm Bureau, wrote on behalf of the more than 1,000 members of his organization that it strongly opposed Alternative P. In comment 1000 he shares, “our farm



ground is working land that is essential to the local and state economy, and INDOT has selected a route that has the highest potential impact on our land. Farmers would be irreparably damaged by Preferred Alternative Route P, a route that will split farms, plowing through hundreds of acres of farmland, forest, and wetlands.”

## Martin County and Loogootee Outreach Meetings

Several meetings were held with local leadership before and after the close of the DEIS comment period. Meetings dates are below. Meeting summaries are included at this end of the document.

- May 11, 2022, meeting between Martin County representatives and Lochmueller Group
- June 28, 2022, meeting between Martin County officials and INDOT
- September 22, 2022, meeting between Martin County officials and INDOT, Lochmueller Group and RDA
- December 22, 2022, meeting between Martin County representative and Lochmueller Group
- December 27, 2022, meeting between Martin County representative and INDOT.

Post-DEIS meetings also occurred with the Martin County and Daviess County Amish community. These meetings were scheduled to provide updated information to a potentially underserved community. The meetings also were used to discuss how Amish communities in western Martin County and Eastern Daviess County travel to and from Loogootee. One additional meeting was held following the announcement of RPA P. The meeting dates are below. Meeting summaries are provided in **Appendix OO – Amish Outreach**.

- November 9, 2022, meeting with Daviess and Martin County Amish, INDOT and Lochmueller Group
- November 22, 2022, meeting with Daviess County Amish, INDOT and Lochmueller Group
- March 22, 2023, meeting with Martin County Amish, INDOT and Lochmueller Group

## Additional Variations Recommended

After meeting with local officials and stakeholders, the Project Team identified additional variations for the Preferred Alternative in SIU 4.

The DEIS alignment west of Loogootee was carried forward as P1. Three additional FEIS variations:

- P2, which follows the existing alignment of US 231 through Loogootee.
- P3, which traverses downtown Loogootee to the east near Loogootee.
- P4, which closely follows eastern DEIS variation of Alternative P near Loogootee.

End-to-end impacts between I-64 and I-69 differed little for these four variations. It was determined that the performance of the variations on core goals would not differ significantly. However, consideration of localized impacts required further analysis and research. This research could not be conducted in a timely fashion during Tier 1 studies. For this reason, the decision on an alignment in SIU 4 is not ripe in this Tier 1 FEIS. This deeper analysis will occur during Tier 2 studies in SIU 4.



## RPA P Outreach

To inform the public of the decision to carry forward four variations to the Tier 2 studies, there was a comprehensive outreach effort. It included:

- Updated project maps available on the project website, in area libraries and in a large scale at the project office.
- A three-minute video posted on the project website to explain the impetus for creating the additional variations, how they were developed and why it was decided to move the decision on the Loogootee-area alignment to Tier 2 studies.
- A press release announcing the changes and directing people to the project website and libraries for access to the video, maps and ways to comment.
- Comment boxes and comment forms, as well as a flyer with a QR code to connect to the video on the project website, at libraries in Dale, Ferdinand, Huntingburg, Jasper, Shoals, Dubois, Loogootee, and Bloomfield.
- Access to the above resources was also promoted and made available through social media channels and text message blasts.
- Outreach materials were emailed to Participating Agencies, Regional Issues Involvement Teams and Section 106 Consulting Parties. They included maps, the press release and a link to the video on the project website. These outreach materials, as well as comments, are provided at the end of this document.

## RPA P Comment Themes

As part of the outreach effort on RPA P, a 30-day comment period was provided for people to give feedback on the changes. Comments were received via the project website comment form, project website email, paper comment forms and comment boxes in area libraries, by mail and via drop offs at the project office. One hundred sixty (160) comments were received. One comment contained 820 signatures. That comment opposed any new terrain facility, instead suggesting improvements to the US 231 corridor as well as other existing facilities. The signatories also suggested that Governor Holcomb's commitment of \$75 million for local improvements was sufficient to address identified needs, rather than spending \$1 billion on a new terrain facility. Other comments expressed concerns over impacts to farms, forests and floodplains; impacts to the tax base and access to replacement housing. Quality of life concerns and a desire to retain a peaceful, rural lifestyle were mentioned. Concern for the safety and business success of the Amish community was also mentioned.

## Overview of Research on Economic Effects of Bypasses

In addition to the local outreach described in this document, project staff reviewed 10 research studies regarding the economic effects of bypass construction on local communities. These were conducted between 1993 and 2021. A summary of this review follows. It provides a starting point for further analyses in Tier 2 studies.



**To:** Mid-States Corridor File  
**From:** Sharif Ullah PE, PTP, Tarcisio Muratori, Michael Grovak  
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**cc:**  
**Date:** Revised November 30, 2022  
**Subject:** Research Summary on Impacts of Bypass Routes on Local Communities

The Mid-State Corridor DEIS Preferred Alternative P includes two variations at Loogootee. These variations bypass Loogootee to the east and west. The DEIS identified the western variation as preferred. Multiple comments on the DEIS stated their opposition to the western variation. These comments identified potential economic harm to Loogootee as a basis for their opposition. This comments cited loss of business sales from traffic which no longer would pass through Loogootee.

This memo summarizes a high-level review of relevant studies and research projects related to the economic impacts of highway bypasses on local municipalities. These were published by various state Departments of Transportation (DOTs), University Transportation Centers and the Transportation Research Board (TRB). Selected research papers and studies were reviewed based on relevance to the Mid-State Tier 1 EIS project. This memorandum highlights the key findings from these selected studies and research projects. It concludes with a summary of relevant comments on the DEIS received from Martin County officials.

**Table 1** shows the details of the research studies reviewed and summarized in this memo. The analysis structures and findings of these studies will be used to guide Tier 2 analyses of economic impacts of variations of Alternative P.

**Table 1 - Highway Bypass-Related Research Studies Reviewed**

No.	Research Study Title	Performing Agency	Year
1	Transportation Research Record 1395: Economic Impact of Highway Bypasses	University of Texas at Austin	1993
2	The Economic Impacts of Highway Bypasses on Communities	Wisconsin Department of Transportation	1998
3	The Impact of a New Bypass Route on the Local Economy and Quality of Life	University of Kentucky	2001
4	Case Studies of the Socioeconomic Impacts of Highway Bypasses in Kansas	Kansas State University	2004



No.	Research Study Title	Performing Agency	Year
5	Effects of Bypasses	Purdue University	2009
6	Bypass Basics: Considering a Bypass in Your Small and Medium-Sized Community	Florida DOT	2014
7	The Economic Impact of The Construction of the Kalispell Bypass	Montana DOT	2016
8	Kinston Bypass: Economic Impact Assessment	NCDOT	2019
9	Retrospective Analysis of Impacts of Highway Bypass and Widening Projects	University of Arkansas	2021
10	Developing an Evidence-Based Framework for Bypass and Widening Projects and the Effects on Communities	Arizona DOT	2021

The following sections contain a brief overview and key findings of each study listed in Table 1. These studies are listed in chronological order by date of publication. Their publication over a period of nearly three decades indicates that this is a subject of continuing interest in economic impact studies of highway bypasses.

### 1. Economic Impact of Highway Bypasses (1993)

This research quantified the economic impacts of highway bypasses by creating econometric models with data from **23 cities in Texas**. Their mean population was approximately 7,000. It was decided to compare changes in the economies of the bypassed city with the changes (over the same period) in selected control areas. A control city was selected for each bypassed city so that both cities would ideally share the following common characteristics: highway district, proximity to a larger city, economic base, magnitude and trend of retail sales, population size category and growth trend, and highway network characteristics.

The econometric models identified the impacts of bypasses on retail sales, gasoline sales, restaurant sales and service receipts. **Table 2** provides statistical measures for input and output variables.

The study methodology included the following: a review of each city's history and economy; the tracking of changes in the spatial distribution of highway-oriented businesses in the city; and a site visit including interviews with local businesspeople. The interviews focused on the following topics: economic viability of the city, effect of the bypass on businesses, adjustment to the bypass, opinions regarding the desirability of the bypass, downtown improvement programs, land use changes, and traffic characteristics.



**Table 2 - Some information about the variables used**

**TABLE 2 Means, Standard Deviations, and Medians for Dependent and Key Explanatory Variables Before Bypass Was Opened**

Variables	BYPASSED CITIES			CONTROL CITIES		
	Mean	Std Dev	Median	Mean	Std Dev	Median
Total Retail Sales / Person	6,783	2,165	6,249	6,494	1,837	6,003
Gas Station Sales / Person	576	199	532	587	188	561
Restaurant Sales / Person	269	110	254	268	98	246
Service Receipts / Person	494	202	459	500	282	466
Income / Person	5,264	1,549	5,323	4,890	1,353	4,934
Population	6,981	3,974	6,142	6,088	3,812	5,459
Distance to Larger City	26	12	24	29	11	29
Number of Highways	4.1	1.1	4	3.8	1.1	4
ADT, all incoming highways	13,630	5,660	13,490	10,220	4,440	9,040

### Major Findings

- The economic impact of highway bypasses on small cities in rural settings was typically small.
- A bypass generally caused a small but statistically significant decrease in business volumes in bypassed cities.
- Initial decreases in a certain type of sales were often counteracted by the reorientation of local stores.
- Political and business leadership of the bypassed city play an important role in the evolution of the city after the bypass opening.

### 2. The Economic Impacts of Highway Bypasses on Communities (1998)

The Wisconsin Department of Transportation (WisDOT) conducted this research to identify the economic impacts of **17 communities within the state of Wisconsin** that have been bypassed. These 17 communities were grouped into three categories: Small (population less than 2,000), Medium (population 2,000 – 5,000), and Large (population more than 5,000). The research included economic and traffic data analysis, community focus group interviews, highway user surveys and site visits.

### Major Findings

- Highway bypasses had a small adverse impact on overall economic activity in most of the studied communities.
- Average traffic volumes on the old routes in medium and large bypassed communities were close to or higher than pre-bypass counts, which indicated continued strong economic activities in the bypassed communities.
- Only a few businesses have relocated or developed new operations next to the bypass routes.
- In general, the communities perceived their bypasses as overall beneficial.





### 3. The Impact of a New Bypass Route on the Local Economy and Quality of Life (2001)

This research study assessed the potential impact of a new bypass route on the local economy and quality of life in Kentucky cities. The research examined the bypass highway's influences on the allocation of economic activity within a community. It assessed the **downtown areas of 8 communities**, with population varying from 1,273 (Auburn, KY) to 7,738 (Franklin, KY) that received a bypass compared to the downtown areas of 8 other similar Kentucky communities without a bypass.

#### Major Findings

- Bypass routes reduced aggregate retail sales, but did not affect retail employment, overall employment, or population.
- Only 8% of businesses located along bypasses previously were located in the corresponding downtown area.
- Bypass routes help employment growth if the bypass had partial access control (as compared to no access control) and was located closer to the community's central business district.
- Bypass routes reallocate economic activity within a city/community. The study found that the average vacancy rate in the downtown area of communities with a bypass was 18.4% versus 10.9% in similar communities without a bypass. J
- Retail businesses would be the predominant type of businesses on a bypass (57.4%) compared to downtown areas (31.1%). Moreover, retail businesses were less common in the downtown areas of the bypassed communities than in communities with no bypass.
- For other industry types, representation of industries on a bypass was similar to their representation in peer communities with no bypass. These included professional services, personal service, government and other categories.
- An interview was conducted in a group of six to eight persons from each of the eight bypass communities. Survey respondents within the bypassed communities expressed general satisfaction with the bypass. Most of the respondents expressed satisfaction with the improved traffic flow and believed that the bypass promoted overall growth in their communities.
- The majority of the downtown business owners believed either the bypass had helped or had no significant impact on the retail and service industries throughout the community. However, they were more negative regarding the impacts on retail sales in the downtowns. **Table 3** shows the share of bypass business and retail business industry that moved from downtown to the bypass, and how it affected communities with different population and time age of the bypass.



**Table 3 - Share of Bypass Business that Moved from downtown to bypass**

Table 8. Share of Bypass Business that Moved from Downtown to Bypass and Share of Moved Businesses that are in Retail Industries

<u>Comparison Group</u>	<u>Share of Businesses (%) Moved from Downtown</u>	<u>Share of Moved Businesses in Retail Industry</u>
All 8 Case Studies	7.6%	13.7%
Bypass Community Size		
Less than 3,000	10.4%	15.2%
More than 3,000	3.0%	11.1%
Age of Bypass		
Fewer than 10 Years	5.7%	6.7%
10 or More Years	10.8%	25.4%

#### 4. Case Studies of the Socioeconomic Impact of Highway Bypasses in Kansas (2004)

This study analyzed the economic impacts of bypasses of **9 Kansas towns**. All were located in eastern Kansas, and had Year 2000 populations of 2,400 or less. This study has five main objectives: (1) assess the impact of the bypass on the cities’ total employment, (2) measure impacts on retail sales of travel-related businesses, (3) measure impacts on employment of travel-related businesses, (4) measure the impact on labor cost per employee of the towns’ travel-related businesses and (5) assess the incremental impact of assuming maintenance responsibility for the previous road alignment.

#### Major Findings

- The research found that the bypasses did not have a statistically significant effect on total employment in the bypass town. Types of employment by industry type did change.
- A majority of the travel-related businesses felt that retail sales went down for at least a two-year period, but there was no impact on retail employment.
- Roadway and bridge maintenance costs increased by an average of 2.3% over the five-year period in the seven counties where bypass roadways were introduced. The state refurbished the former state highways before conveying them to local jurisdictions. All seven counties employed property taxes to cover the maintenance cost.

#### 5. Effects of Bypasses (2009)

This study focused on investigating the long-term impacts of bypasses in **12 small and medium-sized communities in Indiana**. The study conducted interviews with community officials and individuals



familiar with the history of the bypassed community. It also developed statistical models for analyzing economic impacts across a number of key indicators including total employment, manufacturing employment and retail trade employment. The study took a two-pronged approach and built econometric models for establishing a statistical link between the presence of a bypass and long-term changes in employment and other characteristics. The study team also conducted interviews with a sample of community officials who represented the interests of the community, the county, the region, local industry, and local and downtown businesses. The cities studied ranged in Year 2010 population from 6,246 (Boonville) to 56,129 (Anderson).

## Major Findings

- Bypasses had a positive impact on the total employment of the affected counties. The affected county would contribute more to the state's economy in terms of employment over time. The presence of a large city (the three largest cities in Indiana with population over 110,000) close to the bypassed community would positively impact total employment.
- Bypasses provided an opportunity to expand manufacturing employment over time. Initial impacts on manufacturing payroll could be negative. However, there would be long-term benefits as the bypass ages.
- Bypasses have negative impacts on retail trade for the first ten years following the opening of the bypass. But the overall impacts on retail employment and payroll are positive.
- Over 90 percent of retail businesses along bypasses were new to the area. An average of only 7.6 percent of businesses relocated from the city to the bypass.
- The models showed that, even with the bypass open, a hard to navigate downtown was associated with a lower total employment and payroll of retail stores and restaurants, although these impacts were mitigated by the bypass. "Hard to navigate" was measured by the number of turns required to follow the highway's pre-bypass alignment.
- Bypasses have a positive impact on wholesale trade related jobs.

## 6. Bypass Basics: Considering a Bypass in Your Small and Medium-Sized Community (2014)

This brochure prepared by Florida Department of Transportation- FDOT, focused on considering the implementation of a bypass in small-sized cities in Florida with these characteristics: (1) will circumvent communities with populations ranging from 1,400 to 82,500, with most having a population near 5,000 and (2) the bypassed town may be from 11 to 50 miles away from the nearest major city. The study does not quantify what constitutes a "major city."

## Major Findings

- A bypass should only be constructed when the roadway to be bypassed is seriously affected by congestion and the resulting bypass would not cause serious environmental damage or promote sprawl.



- Indirect impacts generally occur over a long period of time (not defined). These impacts may involve changes in development and growth patterns along the road that is bypassed, as well as in the area adjacent to the bypass and between the bypass, the town, and other developed land.
- Bypasses causes more likely, a redistribution of economic activity from the downtown area toward the bypass. Many new businesses along the bypass will likely be national chains.
- After construction of a bypass, the original main street roadway that was bypassed is likely to have less traffic and be out of scale with the needs and desired character of the surrounding area. The community should work with FDOT in evaluating the roadway for possible projects that discourage its use for high-speed, high-volume traffic movement and increase focus on local mobility and community character.
- The actual impact of bypasses on the economy of small communities is mixed. The economies of smaller communities (<2000 population) are more likely to be adversely impacted by a bypass.

## **7. The Economic Impact of The Construction of the Kalispell Bypass (2016)**

This report is an economic impact analysis of the construction and economic activity created by the Kalispell Bypass. The authors are Ed Toavs, Montana Department of Transportation's Missoula District Administrator and Steve Peterson, Clinical Assistant Professor in Economics at the University of Idaho. The sponsor of the study is the Montana Department of Transportation (MDT).

### **Major Findings**

- Using IMPLAN (IMpacts-for-PLANning), the authors considered three separate analyses: (1) Economic impact assessment on the annual construction expenditures of the Bypass, (2) Economic impact assessment on the private business and residential construction, (3) Operating expenditures of the new firm creation from the Bypass operations.
- Bypass Construction Economic Impacts: The average annual economic impacts for the six years of Bypass construction were approximately \$26.8 million in Sales transactions, \$10.4 million in Gross Regional Product, \$9.9 million in Total Compensation, and 247 jobs.
- Business and Residential Construction Impacts: The average annual economic impacts were estimated at \$10.6 million in Sales transactions, \$5.2 million in Gross Regional Product, \$4.0 million in Total Compensation, and 101 jobs. In total, cumulative Sales transactions were \$170 million with 1,609 job years.
- New Firm Business Operation Impact: The average annual operations impacts were \$55 million in sales transactions, \$34 million in gross regional product, \$18.9 million in total compensation, and 567 jobs.



**8. Kinston Bypass: Economic Impact Assessment (2019)**

The North Carolina Department of Transportation recently announced that they have selected their preferred route for the U.S. 70 Kinston Bypass. This 22-mile bypass will run from the N.C. 903/ U.S. 70 interchange in La Grange to U.S. 70 east of Dover.

As part of NCDOT environmental compliance for the project, an Economic Impact Assessment (EIA) was completed in early 2016 to assess the project’s potential future economic impact on the local economy.

**Major Findings**

- Numerous reasons to suggest that the majority of non-local travelers that are interested in stopping in Kinston for goods and services are expected to continue to stop in Kinston.
- The short diversion time to reach the existing business clusters and an easy ability to “drive through” to reconnect with the highway (i.e., without doubling back) would allow and encourage the more spontaneous stopping decisions.
- Improved highway access and reduced travel times can benefit businesses in several ways. Better access can expand retail businesses’ market areas as they can serve a larger population.
- The primary adverse impact to Lenoir County would be a potential reduction in future retail business growth among its highway market dependent retail businesses (e.g., gas stations, convenience stores, and food restaurants).

**9. Retrospective Analysis of Impacts of Highway Bypass and Widening Projects (2021)**

This study performs retrospective analysis of the economic impacts of highway bypass and widening projects in *nine small towns in Arkansas* as a means to provide data-based evidence. Table 4 presents the sites and project’s basic characteristics.

**Table 4- Summary of Study Sites**

**Table 1. Summary of Study Sites**

Project City and County	Begin Year <sup>1</sup>	End Year	Highway	Project Category	Cost (Million 2013\$)	Length (mi)	Lanes	Cost per lane-mile (Million 2013\$)
Grady, Lincoln	2005	2009	65	Bypass	22	3.9	4	\$1.43
Hardy, Sharp	2003	2005	412	Bypass	24	1.5	4	\$3.97
Flippin, Marion	2004	2008	412	Bypass	17	3.2	4	\$1.36
Sheridan, Grant	2008	2014	167	Bypass	46	8.6	4	\$1.33
Vilonia, Faulkner	2007	2012	64	Bypass	53	10.1	4	\$1.31
Gould, Lincoln/Desha	2006	2011	65	Widening	35	8.6	2	\$2.03
Siloam Springs, Benton	2010	2012	412	Widening	14	1.6	2	\$4.23
Green Forest, Carroll	2012	N/A	62	None	N/A	N/A	N/A	N/A
Dover, Pope	2011	N/A	7	None	N/A	N/A	N/A	N/A

1. For no-improvement sites, the year refers to the year the Environmental Assessment report was published.



IMPLAN analysis was carried out to estimate direct, indirect, and induced effects in employment, labor income, value added, output and tax generated.

Data on sociodemographic indicators was collected for population density which defines the number of people residing per unit sq. miles of the city. Data on economic indicators were collected for number of employees at city, number of establishments at, GDP per capita for agriculture, construction, manufacturing, private services, retail trade, real estate, and transportation utilities industries, home price, sales tax, and value of property transfer variables.

Impact assessment is carried out using both a proprietary economic impact assessment tool (IMPLAN) and statistical analysis (regression methods).

## Major Findings

- IMPLAN is an impact assessment tool that enables the evaluation of the economic impact of specific activities such as construction or operation of public works projects such as highway improvement. This tool estimates direct, indirect, and induced impacts on number of jobs, income, output, and tax arising from the highway project.
- For bypass cities, increases relative to control cities were found to be significant for per capita GDP for all industries, and specifically for real estate and transportation/utilities ranging from 0.4% for Sheridan to 297.4% for Flippin, sales tax ranging from 22.3% for Hardy to 77.3% for Flippin, city employees ranging from 0.1% for Sheridan to 188.9% for Flippin and city establishments ranging from 0.1% for Sheridan to 66.1% for Vilonia. Decreases relative to control cities were found for ADT along the main road. The lowest decrease of 0.1% was observed in Sheridan whereas the largest decrease of 543.0% was observed in Flippin. There were mixed results for per capita GDP for private services, agriculture, construction, manufacturing, retail, and home prices.

## 10. Developing an Evidence-Based Framework for Bypass and Widening Projects and the Effects on Communities (2021)

This research examines the impacts of highway bypass, widening, and no-improvement projects on the economic and safety conditions of *nine small towns in Arkansas*. This research provides evidence-based comparisons of bypass, widening, and no improvement projects in Arkansas that can be used to support the public outreach and community decision making processes.

## Major Findings

- EconWorks provides an estimate of economic impacts for a hypothetical project based on project type, region, urban/class level, economic distress, and length of the project and estimates the ranges of economic impacts including jobs, wages, and economic output. These estimates are adjusted based on average annual daily traffic (AADT), land use policies, infrastructure, and business climate.



Martin County Official Comments

**Table 5** summarizes written comments received from local officials, contextualized with the literature review findings, and describing opportunities to be considered in Tier 2 studies. This is based upon findings in the studies reviewed, identifying steps which officials have taken in other communities. These are not presented as recommendations. There are in addition to input provided during meetings, as described earlier in this document and documented in the following summaries.

**Table 5 - Martin County Official Comments and Future Opportunities**

Comments	Contextualization	Opportunity
<p><i>“This will greatly affect revenue generated from property taxes as well as what little money we receive from MVH funds”</i> Scott Seals</p> <p><i>“Martin County already must deal with approximately 60% of its land being exempt from property taxation due to being federally or state held property and thus not subject to taxation.”</i> Paul R. George</p>	<p>The reserved area for the right of way of the new bypass will reduce taxable land.</p>	<p>Martin County could attract new logistics or touristic business with a high property tax rate.</p>
<p><i>“This project will destroy many roads in our county as well as homes and generational farms”</i> Scott Seals</p> <p><i>“There are also instances where properties would not be taken, but are divided by the proposed highway.”</i> Paul R. George</p> <p><i>“Impact of Western Bypass on Comprehensive Plan and Land Use Zoning Activities.”</i> Joe Lannan</p> <p><i>“DEIS identifies the bypass around Loogootee as the cause of wide range of loss to farmland and agricultural income. Not only would a</i></p>	<p>Bypasses are projected to reduce travel times and increase safety, reducing the traffic in the area bypassed.</p> <p>The construction of a bypass will require area (right of way) and it tends to segregate both sides of the road.</p>	<p>Since 1960, Loogootee has a population around 2,800 and according to its development plan, are not predicting/planning to increase.</p> <p>It gives an opportunity to plan a bypass closer to the City, shorter in length and with less impact on the farmlands.</p>



Comments	Contextualization	Opportunity
<p><i>western bypass take 20 miles of prime farm ground, but a bypass around Loogootee would lead to a significant impact in local economic development.”</i> Paul George</p> <p><i>“This alternative has the widest range of lost agricultural income at \$977,000 - \$1,426,000.”</i> Paul George</p> <p><i>“It is stated that Alternative P, with its new construction through Martin County will not fundamentally reduce travel time for those utilizing the new highway.”</i> Paul R. George</p> <p><i>“Will all crossings with county roads be at grade? Will any be cut off? They are concerned about the Amish horse and buggies losing access to get to Loogootee.”</i> Sen Mark Messmer</p>		
<p><i>“There is the potential for Loogootee and Shoals to lose necessary customers traffic that keep their fragile business ecosystem surviving”</i> Greg Jones</p> <p><i>“Local Economic Impact of US 231 Traffic Diversion by Western Bypass.”</i> Joe Lannan</p> <p><i>“Removal of the western bypass of the city of Loogootee from route consideration, based on the adverse social impact to the Amish community and the economic impact to the City of Loogootee and Martin County.”</i> Joe Lannan</p>	<p>Loogootee’s through traffic should be reduced and diverged to the new bypass, but the overall traffic should increase.</p> <p>Loogootee tend to be much more economically impacted than Shoals.</p>	<p>The Indiana’s History Pathway can be remodel creating a more walkable environment and attracting more customers, including the new traffic generated by the bypass, increasing property value.</p>





Comments	Contextualization	Opportunity
<p><i>“There are additional opportunities with the Midstate Corridor if a bike and pedestrian path could be added to the proposed project”</i> Greg Jones</p>	<p>Loogootee development plan provides for the construction of a bike trail connecting to West Boggs Park.</p>	<p>Parks and bike trails tend to increase property value and attract tourists from adjacent towns.</p>
<p><i>“The safety issues that have been discussed as a need for the road are real and there will be a positive impact for businesses that utilize trucks or haul dangerous payloads. The time saving estimated does not feel significant.”</i> Greg Jones</p> <p><i>“Impact of New Terrain Highway on Safety and EMS Operations.”</i> Joe Lannan</p> <p><i>“Impact of New Terrain Highway on Highway Maintenance Activities.”</i> Joe Lannan</p>	<p>The bypass tends to diverge traffic from US 231, increasing safety.</p>	<p>Safety is not the only benefit of reducing traffic. Air and noise pollution will be reduced.</p>
<p><i>“It is stated that Alternative P, with its new construction through Martin County will not fundamentally reduce travel time for those utilizing the new highway.”</i> Paul R. George</p>	<p>Bypasses are projected to reduce travel times and increase safety, reducing the traffic in the area bypassed.</p>	<p>Bypasses also reduces freight prices reducing gas and parts costs due constant speeds, less stops, acceleration and breaking,</p>
<p><i>“The present U.S. Highway 231 through Martin County follows a direct route through the County to the Scotland interchange with I-69. It is the opinion of the Commissioners and Council that this project could make improvements to the present route of Highway 231 to satisfy the objective of safer travel through Martin County.”</i> Paul R. George</p>	<p>Improvement on the existing US-231 will probably need to redesign of the T Intersection of Indiana’s History Pathway and John Kennedy Ave, and relocation of houses and business.</p>	<p>Relocations can be beneficial when the area impacted is already has older housing stock and business structures.</p>



Comments	Contextualization	Opportunity
<p><i>“Can the existing US231 be improved with additional lanes and shoulders needed rather than have an all new terrain highway.” Sen Mark Messmer</i></p> <p><i>“They would prefer the traffic continue through Loogootee with traffic circles installed to streamline traffic.” Sen Mark Messmer</i></p>		
<p><i>“There is concern that the planned bypass of the City of Loogootee by constructing a new highway west of the City would effectively isolate the community.” Paul R. George</i></p> <p><i>“Impact of New Terrain Bypass on Housing and Workforce Migration.” Joe Lannan</i></p> <p><i>“If there is a bypass around Loogootee, can it go east of Loogootee. The west bypass would result in the new commercial development all being in Daviess County. (The county line is at the current city limit of Loogootee.)” Sen Mark Messmer</i></p>	<p>The bypass will probably reduce traffic on US-231 and may cause business to relocate to closer to the new road, leaving the county as the western alternative is located on Daviess County</p>	<p>The new bypass should not attract only the existing business, but new developments, with high-skilled jobs.</p>
<p><i>“Fidelity of Environmental Justice Analysis in NEPA Documentation.” Joe Lannan</i></p> <p><i>“This proposed highway project has been organized, derived, and propagated without any input from any input of anyone from Martin County.” Paul R. George</i></p>	<p>Mid-States Corridor will consider all aspects on its NEPA Final Report.</p> <p>Mid-State Corridor will consider all comments received.</p>	<p>The community engagement of all will ensure that all environmental justice requirements are satisfied, and that there is ample opportunity for local input.</p>



Comments	Contextualization	Opportunity
<i>“Lack of Adequate Representation in DEIS Preparation Activities.”</i> Joe Lannan		
<i>“Impact of New Terrain Bypass on Education Initiatives.”</i> Joe Lannan		Business and employment increases will cause increases in tax revenue in the medium to long term. This will provide added funding for needs such as education.



## MEETING SUMMARY

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**Date of Meeting:**

May 11, 2022

**Re:**

Martin County/Loogootee Concerns

**Location:**

Mid-States Project Office

**Issue Date:**

May 18, 2022

**Submitted By:**

David Goffinet

### ATTENDEES

Joe Lannan  
Lance Mathies  
Jason DuPont (JD) (Lochmueller)  
David Goffinet (DG) (Lochmueller)

### ITEMS DISCUSSED:

*Note: Discussions are summarized and may not reflect the exact order of the discussion.*

#### Key Points

1. They acknowledged that there has been limited engagement from local officials and that has contributed to the lack of a cohesive message on the wants and desires of Loogootee and Martin County to date
2. They are forming a coalition that will bring focus and cohesiveness to the message
3. The group would like to maintain an open line of communications as the project progresses and they expect this communication to continue through Tier 2 after the Tier 1 ROD
4. Martin County has a high volume of federally-owned lands which challenges their ability to grow and expand
5. They are concerned that a western bypass would further complicate their ability to attract population and development in Loogootee/Martin County





May 11, 2022

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6. Previous communications with Daviess County officials relative to Loogootee annexation desires (into Daviess Co) have not been well received and have ultimately blocked this annexation
7. The coalition preferences in order are:
  1. Upgrade US 231 through Loogootee rather than utilizing a new terrain bypass
    1. The city grid could potentially accommodate a one-way pair to provide for added capacity on US 231 and there is a potential opportunity for local participation in those upgrades
    2. They question whether projected future traffic requires a bypass option
    3. They believe that drive by travelers do support local businesses, especially eating establishments and other service industry
  2. Eastern Bypass entirely within Martin County
    1. The group believes that if a bypass is warranted that they would be better off if it was within Martin County
    2. They believe a “tighter” option (closer to the city limits) is more beneficial than the one proposed as part of our study and that it would have less environmental impacts, especially as it relates to floodplains, wetlands, and forested areas
  3. Western Bypass
    1. As noted previously, discussions pertaining to annexation have not been well received and despite the fact that having a major roadway as a logical potential annexation boundary may help the cause, it is still unlikely that they can pull it off
    2. This is their lowest desired build alternative
8. Regardless of what transpires, they want the community to be more represented and involved in the project going forward
9. They are looking to formalize a coalition and anticipate a resolution being passed through both the city and county governmental bodies as part of that effort
10. They also anticipate some level of participation with the Mid-States RDA at some point in the future
11. Lack of a full range of housing is a problem within the entire county
12. Lack of developable land is a problem across the county
13. They question whether forecasted traffic will necessitate a 4-lane solution throughout the county
14. They raised concerns about the western bypass creating accessibility and community cohesion problems for the Amish communities in the county
  1. Amish families reside predominately on the west side of US 231 and generally travel to Loogootee for healthcare, commercial and grocery needs
  2. Larger Amish communities reside along CR 350 N and CR 800 N and some members of these would likely be separated from the larger congregations by the western route - they also noted that they believe this impact does ascend to an environmental justice matter



May 11, 2022

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15. They also raised a concern that a western bypass would exacerbate an ongoing problem between school systems (Loogootee and Barr Reeve) who already compete for students

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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.

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## MEETING SUMMARY

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**Date of Meeting:** June 28, 2022      **Re:** Martin County/Loogootee Concerns

**Location:** Loogootee      **Issue Date:** October 31, 2022

**Submitted By:** Kyanna Wheeler

### ATTENDEES

Joe Lannan  
 Lance Mathies  
 Mayor Noel Harty (Loogootee)  
 Warren Albright (Martin County)  
 Paul George (Martin County)  
 Kevin Sears (INDOT)  
 Andrew Forrester (Governor’s Liaison)  
 Kyanna Wheeler (INDOT)

### ITEMS DISCUSSED:

*Note: Discussions are summarized and may not reflect the exact order of the discussion.*

#### Key Points

1. The Martin County group identified that they have formed a collective of governing bodies of Martin County (including City of Loogootee) that will bring focus and cohesiveness to the message and concerns of Martin County issues.
2. The group would like to remain engaged in project communications throughout subsequent tier 2 efforts and to be recognized as a Participating Agency.
3. They anticipate meeting with the Mid-States RDA at some point in the future to further understand their role and whether or not they should be involved with the RDA.
4. The collective recognizes many challenges ahead related to range of housing needs, quality of life expectations, educational needs, workforce retention and attraction, etc.





June 28, 2022

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and that growth and development is also challenged by the include volume of federally owned land, difficult terrain and the costs of extending needed services to support the growth.

5. The collective opposes the western Loogootee bypass which was identified as part of Preferred Alternative R. Further, they prefer an upgrade to US 231 through Loogootee rather than utilizing a new terrain bypass, noting the forecasted traffic growth doesn't compel a bypass option. They believe through traffic supports local businesses, especially service-oriented businesses.
6. Previous planning efforts have focused on existing US 231, albeit some consideration has been given to potential benefits to an eastern bypass that runs closely to the city limits. If a bypass alternative is advanced, a close eastern bypass would be preferred.
7. They raised concerns about the impacts of the project to Amish communities and asked that they be recognized as a minority group in the environmental justice process. A western alternative is likely to directly impact one or more Amish communities north and west of town creating potential cohesion challenges. Additionally, a western bypass could present additional challenges for community members who travel to Loogootee for various needs, i.e., healthcare and grocery needs.

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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.

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## MEETING SUMMARY

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**Date of Meeting:** September 22, 2022      **Re:** Martin County/Loogootee Concerns

**Location:** GAB Loogootee      **Issue Date:** November 2, 2022

**Submitted By:** Jason DuPont

### ATTENDEES

- Dave Lett (Martin County Attorney)
- Cody Rausch (Martin County)
- Warren Albright (Martin County)
- Paul George (Martin County)
- Mark Schroeder (Mid-States RDA)
- Bill Kaiser (Mid-States RDA Attorney)
- Kyanna Wheeler (INDOT)
- Jason DuPont (Lochmueller Group)

### ITEMS DISCUSSED:

*Note: Discussions are summarized and may not reflect the exact order of the discussion.*

Following introductions, Mark Schroeder explained the background of RDA development beginning with the 2015 Regional Cities Initiative and 2017 Senate Bill 128 incorporating regional infrastructure into the RDA purview, which prompted the development of the Mid-States RDA to support improved north-south connectivity within the Dubois County region. The initial membership includes Dubois and Spencer County members as they were anticipated to be involved in any potential improvements. The RDA expects to consider potential future expansion following the completion of the Mid-States Corridor Study based on the recommended alternative.





September 22, 2022

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Mr. Schroeder further explained the RDA role in the Mid-States Corridor Study, which included coordination with INDOT regarding the evaluation of potential improvements in the region and ultimately securing funding for the study and developing an agreement with INDOT for the advancement of the study. Lochmueller Group was contracted by INDOT through their typical selection process for this study. The RDA has been involved as an observer in the process and has been recognized as a Participating Agency for the Tier 1 Environmental Impact Statement (EIS) similar to how other review agencies (IDEM, IDNR, USACE, etc.) are involved in the process. However, the RDA has not commented on alternatives and evaluation.

Paul George asked about Martin County participation in the RDA, and if that would require support of the project. Mr. Schroeder noted that the RDA would transition to advocating for the recommendations of the current study once it is completed and will continue to work with INDOT to advance the project. Mr. Kaiser noted that the RDA would expect to follow up with other counties associated with the corridor, but that they would expect support for the corridor. Mr. Kaiser also noted that the timing and sequence of development would be a part of the subsequent coordination regarding RDA participation and funding support.

Jason DuPont explained the current project recommendations of the Alternative P corridor, including a western route around Loogootee, including the identification of 5 Sections of Independent Utility (SIUs) that would be advanced independently through subsequent Tiers of study and development. These include the existing 4-lane facility in Spencer County that is not expected to have any changes based on the current plan (SIU 1); I-64 to SR 56 - Dubois County (SIU 2); Haysville to Loogootee - Southern Martin County (SIU 3); Loogootee Bypass (SIU 4); Loogootee to I-69 (SIU 5). Kyanna Wheeler noted that the project currently does not have any funding identified beyond the current Tier 1 EIS Study and that it would be evaluated in INDOT's annual call for projects across the state with all INDOT Districts evaluating and identifying needs for construction funding.

Discussion then focused on SIU 4 and the potential impacts to Loogootee and Martin County. Mr. DuPont noted the initial recommendation in the DEIS was based on cost and impacts which were lower for the western route around Loogootee compared to the eastern route. Ms. Wheeler identified that the decision making for the Tier 1 study is not yet final and that comments collected in response to the DEIS are being evaluated for final recommendations. This includes additional evaluation of existing facility upgrades on US 231. It was noted that improvement to current design standards, including shoulder additions and potential passing lanes would result in adjustments to drainage and slopes that would result in more impact than just the shoulder width along existing US 231. This is a particular concern due to the amount of development along the existing highway.

Warren Albright noted that Martin County is not in a position to lose anymore business and that business shifts outside of Martin County, particularly to Daviess County just west of Loogootee would be impactful to the local economy. This is a focal concern for Martin County and their interest in further evaluation of alternatives in the Loogootee area, including through town and



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to the east. It was noted that the location of the eastern route around Loogootee was quite a distance from Loogootee that it also may not provide benefit to Loogootee. Previous discussions with Martin County representatives have identified a potential route that would be closer to Loogootee to the east crossing US 50 near the CO-OP. This route could be a better option to reduce negative economic impacts to Loogootee, but could result in more relocation impacts. These will continue to be evaluated by the project team for a final recommendation including potential refinements to the preferred alternative in the Final Environmental Impact Statement (FEIS) and FHWA's formal Record of Decision (ROD).

With further evaluation of routes around Loogootee, concerns regarding an existing bridge replacement project that is being developed were raised. Ms. Wheeler recommended that current planning/development not be changed based on the current status of the Mid-States Corridor project. The timing of any improvements associated with Mid-States Corridor are dependent on identification of funding for subsequent phases and prioritization of those for subsequent development.

Martin County officials reiterated the concern for negative effects to Loogootee and Martin County with routes to the west and development that would be outside of Martin County. They also requested a follow up meeting to further review and discuss considerations in their area.

Additional questions were asked about current project status on US 150, SR 450 and US 50.

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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.

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## MEETING SUMMARY

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<b>Date of Meeting:</b>	December 22, 2022	<b>Re:</b>	Coordination with Loogootee/Martin County Representative (Joe Lannan)
<b>Location:</b>	VUJC Project Office	<b>Issue Date:</b>	December 29, 2022
<b>Submitted By:</b>	David Goffinet		

**In Attendance:**

Jason DuPont, Lochmueller  
David Goffinet, Lochmueller  
Joe Lannan, Loogootee/Martin County Representative

**ITEMS DISCUSSED:**

Mr. Lannan reached out to schedule this meeting as a check in on the progress of project efforts to date and to follow up on a few matters of interest for the local officials from Loogootee/Martin County. The local officials have designated Mr. Lannan as a representative for their respective communities in all matters pertaining to the Mid-States Corridor Project. Jason provided an update of where the project stands at this point which included the status on preparing responses to comments, ongoing work on the Biological Assessment/Biological Opinion (BA/BO), and subsequent work on preparing the Final EIS/ROD. Jason explained that preparation of responses can and has involved additional research and data-gathering as well as correspondence with agencies and other entities. He went on to explain some basic elements of the BA/BO process and necessary interactions with the US Fish & Wildlife Service (USFWS).

He also noted that beyond the meetings held with local officials from Loogootee/Martin County held after the public hearings, that two additional meetings were held with representatives from the Amish communities north of Loogootee. Mr. Lannan expressed his appreciation to the project team and INDOT for accommodating the additional meetings, noting that the groups he was representing felt strongly that communications was integral to their efforts to make sure all consideration is given to the needs and interests of their communities, including the Amish communities in the region.





July 10, 2023

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Mr. Lannan reiterated previously noted concerns that the primary focus of those in the area is that the Mid-States Corridor, when constructed, provided as much positive benefit as possible while limiting to the extent possible, negative impacts. In particular, the concerns that a bypass of the City of Loogootee, especially one that would fall predominantly in Daviess County, might tip the scale in the wrong direction (more negative impact than positive benefit). He also reiterated that lack of a full range of housing options was still a problem that local leaders have been trying to address now. That said, they understand that impacts from the project leading to relocations would further exacerbate the problem, so it will remain a central focus into the future.

Additionally, Mr. Lannan noted that reconsidering other routes in the Loogootee would be appreciated. He is glad to facilitate the exchange of necessary feedback of those considerations so the team would be able to make a well-informed decision. To that end, he offered that if additional meetings were needed, he would assist the project team in getting good attendance and the right people there to participate. He noted that if the project team provided some guidance on the type of data that would be helpful for assessing bypass/through options, that he would identify the right people to be involved to ensure good data was gathered.

Jason noted there are still variables that could cause the schedule to shift sooner or later, but that the team was looking to deliver the combined FEIS/ROD at some point in the second quarter of 2023.



## MEETING SUMMARY

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**Date of Meeting:** December 27, 2022      **Re:** Coordination with Loogootee/Martin County Representative (Joe Lannan)

**Location:** Teams Meeting      **Issue Date:** January 18, 2023

**Submitted By:** David Goffinet

**In Attendance:**

- Kyanna Wheeler – INDOT Project Manager
- Andrea Zimmerman – INDOT Legislative Director
- Kevin Sears – INDOT Intergovernmental Affairs Director
- Joe Lannan, Loogootee/Martin County Representative

**ITEMS DISCUSSED:**

Mr. Lannan reached out to INDOT to schedule this meeting to further discuss and clarify matters of interest for the local officials from Loogootee/Martin County. The local officials have designated Mr. Lannan as a representative for their respective communities in all matters pertaining to the Mid-States Corridor Project.

Mr. Lannan expressed his appreciation to INDOT/project team for accommodating additional meetings with representatives from Martin County and Loogootee, noting that these groups (he is representing) felt strongly that communications was integral to their efforts to make sure all consideration is given to the needs and interests of their communities, including the Amish communities in the region.

Mr. Lannan noted the primary focus of those he represents is that the Mid-States Corridor, when constructed, provide as much positive benefit as possible while limiting to the extent possible, negative impacts. More specifically, a bypass of the City of Loogootee, especially one that would fall predominantly in Daviess County, might tip the scale in the wrong direction (more negative impact than positive benefit). In essence, they desire to hold onto any resources they already have in place. He also





December 27, 2022

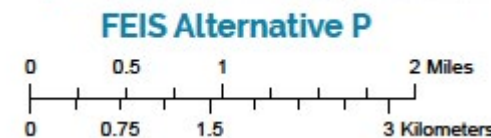
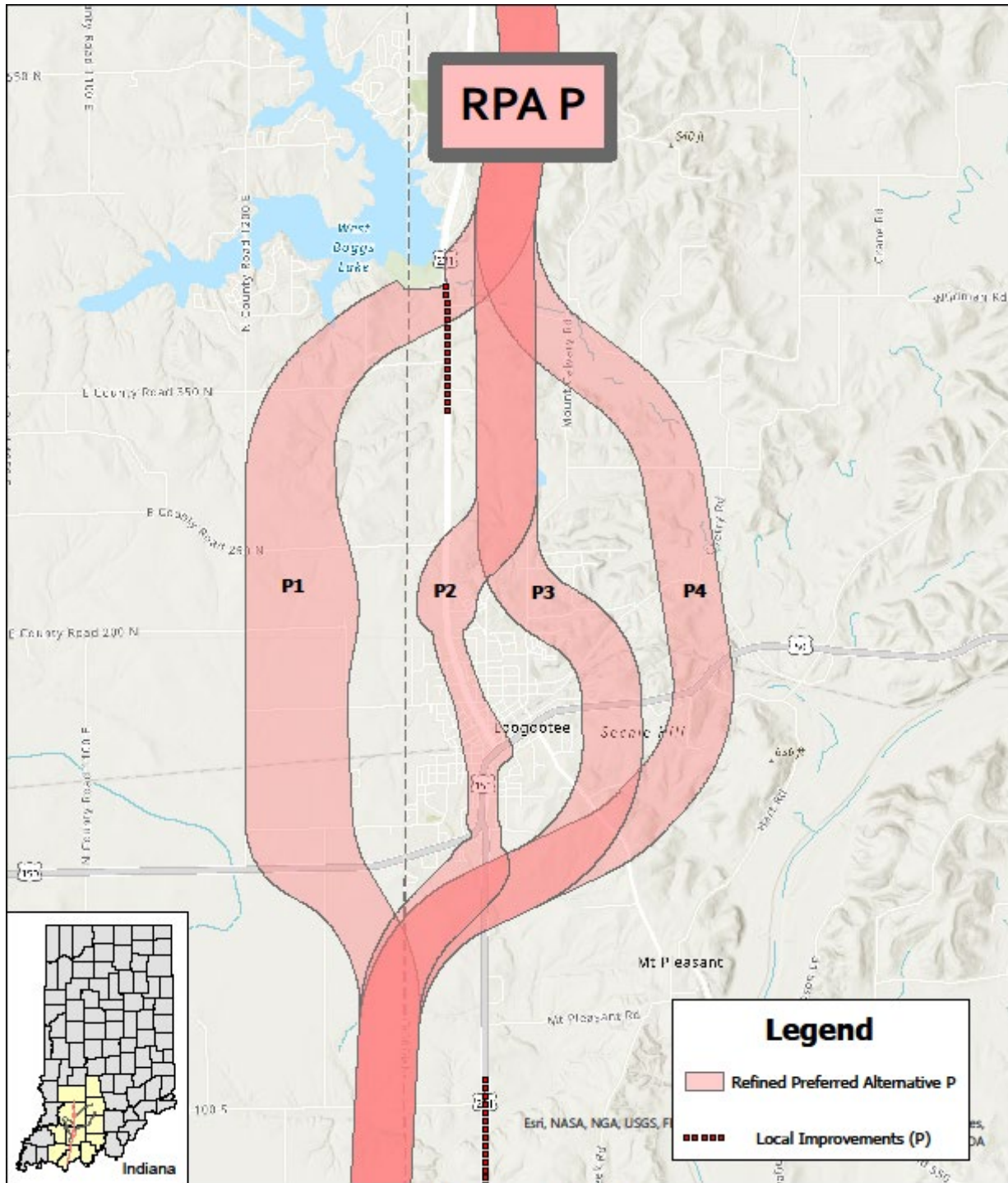
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noted that a lack of a full range of housing options is a problem that local leaders have been trying to address now. That said, they understand that impacts from the project leading to relocations would further exacerbate the problem, so it will remain a central focus into the future.

Mr. Lannan offered to assist the project team going forward in any way possible.









<b>RPA P Outreach Video Script</b>
Thank you for your interest in this important update on the Mid-States Corridor Tier 1 Environmental Impact Statement. In response to community feedback, we've made some changes in the Loogootee area and wanted to share them with you.
In the Tier 1 Draft Environmental Impact Statement or D-E-I-S. released in April 2022, we announced the Mid-States Corridor Project Team had identified Alternative P as the preferred corridor for the improved highway connection in southern Indiana. This marked a significant project milestone. In the Loogootee area, the D-E-I-S recommended Alternative P West, which runs west of the city along the Martin/Daviess County line.
Two public hearings were held in April of 2022 for input on the selection of Alternative P and to share details of the research collected in the D-E-I-S. The public was able to review maps with project team members and ask their questions in person. Opportunities to comment on the decision were made available to the public with team members cataloging them each for review and study.
Following the announcement at the hearing, a comment period on the D-E-I-S extended to June 14, 2022. Multiple comments from local officials and stakeholders in Martin County requested that INDOT consider variations to Alternative P in the vicinity of Loogootee.
Three additional variations for the preferred alternative were developed for consideration based on this input. These modifications are responsive to public official and stakeholder input.
The variations at Loogootee are designated from west to east as variations P1 through P4. P1 is the originally identified corridor and runs west of Loogootee and follows a path just west of the Daviess/Martin County line. P2 uses the path of 231 through Loogootee before heading east. P3 is a variation that runs east of Loogootee, but it follows a tighter path along the east side of the city. P4 runs farther east of Loogootee, using a portion of the eastern corridor evaluated in the DEIS.
INDOT was asked 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.
End-to-end, impact ranges differ little for the P1 through P4 variations in the FEIS from those shown for Alternative P in the DEIS. What does that mean? Alternative P remains the preferred alternative. These refinements to Alternative P 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.
Selection of a single variation at Loogootee requires detailed, localized economic studies, traffic studies and public outreach surveys in Loogootee and Martin County. These are appropriately conducted during Tier 2 studies. Business surveys within Loogootee will need to be completed, more detailed coordination with the Amish community will need to occur, as well as detailed traffic analyses and additional public outreach.
These variations will not significantly affect the performance of Alternative P on core goals. The core goals all measure regional accessibility, and performance will not change significantly with any of the Loogootee variations. Deferring the decision on a single variation in the Loogootee area allows the project to move forward in an expeditious manner, while still addressing this localized concern. A single variation can best be chosen with the detailed analyses which will occur during Tier 2 studies.
What's next for the project? A combined FEIS and Record of Decision or ROD is expected from the Federal Highway Administration in mid-2023. That Record of Decision will signify the end of the Tier 1 Study. A timetable for Tier 2 studies is still being determined, but each Tier 2 study is expected to take two to three years to complete. One of these studies will conduct the more detailed analysis to choose one of the versions of the Alternative P. In the Tier 2 Studies final alignments are identified within the corridor. This includes the actual right-of-way that is anticipated to be 200 to 500 feet wide.



## Mid-States Corridor Project Adds 3 Variations in Loogootee

March 1, 2023

### *Community Feedback Leads to Changes*

The Mid-States Corridor Project Team has added three variations in the Loogootee area. The changes were made in response to community feedback following the announcement of Alternative P as the preferred alternative in the Draft Environmental Impact Statement (DEIS) that was released last April for the improved highway connection. 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.

INDOT was asked 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. 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.

Selection of a single variation at Loogootee requires detailed, localized economic studies, traffic studies and public outreach surveys in Loogootee and Martin County. These activities are appropriate for conducting during Tier 2 Studies.

A combined Final Environmental Impact Statement (FEIS) and Record of Decision or ROD is expected from the Federal Highway Administration in mid-2023. That Record of Decision will signify the end of the Tier 1 Study. A timetable for Tier 2 Studies is still being determined, but each Tier 2 Study is expected to take two to three years to complete. One of these studies will conduct the more detailed analysis to choose one of the versions in the Loogootee area. In the Tier 2 Studies final alignments are identified within the corridor. This includes the actual right-of-way that is anticipated to be 200 to 500 feet wide.

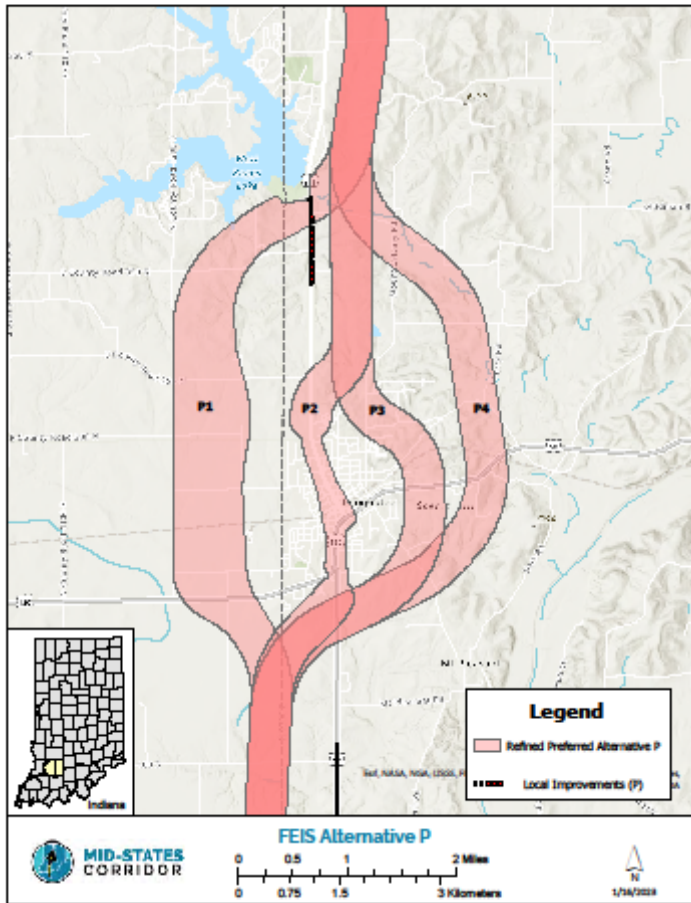
A video illustrating the changes is posted on the project website at <https://midstatescorridor.com/rpap/>. Updated materials showing the additional variations are also available for review at several area locations including the Mid-States Project Office, INDOT offices in Vincennes and Indianapolis and libraries in Dale, Ferdinand, Huntingburg, Jasper, Dubois, Otwell, Shoals, Loogootee and Bloomfield.

Comments on the variations can be made through a comment form at the Project Office, by mail, by email ([info@midstatescorridor.com](mailto:info@midstatescorridor.com)) or directly through the project website. To be included in the project record, please have your response returned by March 31, 2023.

For media inquiries, contact:  
Nicole Minton  
Public Outreach Manager, Lochmueller Group  
812-228-9744 or [Nicole.Minton@lochgroup.com](mailto:Nicole.Minton@lochgroup.com)



## Mid States Corridor Project Adds 3 Variations in Loogootee *Community Feedback Leads to Changes*



The Mid States Corridor Project has added three variations in the Loogootee area. The changes were made in response to community feedback following the announcement of a preferred alternative in the Draft Environmental Impact Statement. Scan this QR code to view a short video update on the changes and view larger versions of the project maps, or visit the project website at [midstatescorridor.com](http://midstatescorridor.com)

*Please return comments by March 31, 2023 to have them included in the project record.*

### Comment Channels: Comments can be made...



**Project Website**  
[MidStatesCorridor.com](http://MidStatesCorridor.com)



**Mail**  
Project Office



**Email**  
[info@MidStatesCorridor.com](mailto:info@MidStatesCorridor.com)



**In Person**  
Project Office

### Mid-States Corridor Project Office

Vincennes University Jasper Campus

Administration Building, Room 216  
850 College Ave., Jasper, IN 47546

Phone: 812-482-3116

[MidStatesCorridor.com](http://MidStatesCorridor.com)



<b>LastName</b>	<b>FirstName</b>	<b>Comment</b>
<b>Ader</b>	Brian	Mr. Ader left a voicemail at the project office on 3/7/23 requesting a meeting time. After returning his call, it was arranged for him to visit the office on 3/8/23 to view the RPA-P variations and discuss his thoughts on the project. During that visit, Mr. Ader suggested that the corridors of P3 and P4 overlap more allowing the Scenic Hill area to be within the study area and creating the possibility of putting the facility just west of the Co-op. Mr. Ader is a former mayor and city councilman of Loogootee and is running for mayor again in the upcoming election. He has a meeting with Senator Braun scheduled for later in the week and wanted to have a better understanding of the project before that. He took materials to share at his meeting and plans to submit a comment before the 3/31/23 deadline.
<b>Craney</b>	Mike	Mr. Craney called asking for an update on the project. His property sits half in and half out of the RPA-P1 path. He would like to make improvements to his property but hesitates to do so with the uncertainty. It was explained that Tier 1 was nearing the end and an FEIS/ROD is expected to be issued this summer. The timeline for Tier 2 studies was explained and he was encouraged to call with any future questions.
<b>Camsler</b>	Karen	Ms. Camsler left a voicemail at the project office requesting an email address to send in a comment. She was provided the information.
<b>Riley</b>	Trudy	Ms. Riley called the project office wondering if there were larger maps to view RPA-P. She also wondered about the timeline for Tier 2. She was told the VUJC project office had large printouts of the maps. She added that it might be nice to have similar maps available at the Town Hall in Loogootee. She was told that an FEIS/ROD is anticipated this summer and that each SIU will take 2-3 years for the Tier 2 Study to be completed. Those studies could be completed concurrently or consecutively. Funding has not yet been identified.
<b>Callison</b>	Vickie	Ms. Callison called the project office with a question about Local Improvement 6. Her property borders US231 and CR 12 (Old School Road). She experiences extreme flooding during heavy rains from Slate Creek. She was curious what LI6 included. She was told that the descriptions are only illustrative for now and can be expected to change but was given the description in the DEIS that says "approximately three miles of an added passing lane north of the White River near Alfordsville, Martin County, roughly between CR 22 and CR 162. Primary benefit is safety. Anticipate only a northbound passing lane necessary. Tier 2 studies would be necessary to determine optimal design." She wanted to share with project management that any improvements in that area would need



		to consider the drainage issues she experiences and hopes they might be able to improve the issue and not add to it. We also discussed her proximity to Alt P and the pond on her property. I explained the 2,000-3,000 ft wide corridor would be narrowed with the selection of a 300-500 ft wide alignment during Tier 2. Ms. Callison also used the project website comment form to request information at the same time as her phone call.
<b>Buechlein</b>	Josh	THE BEST ROUTE IS ONE NOT TO BE MADE IN THE FIRST PLACE!!!
<b>Street</b>	Terry J	Once again I want to express my opinion on this project. It is a complete waste of money. It is not needed. US 231 is at 25% of its capacity and is sufficient for what's needed. If you want to improve intermittent bottle necks, improve 231 with passing lanes. I would love to see this on the ballot and see what those results will show. This is the taxpayers money and is so wrong for your self appointed, none elected committee to force this un-needed project upon us.
<b>Lindsey</b>	John	This is a unnecessary road the state cannot even keep the roads we have now in good shape this would impact to many people in Martin county in a negative way
<b>Nowotarski</b>	Mark	I saw the update on the Mid-States Corridor website and watched the video. I have a couple comments but first a question that already several people have asked me and I prefer to ask you versus using their comment box.

For those who want to submit comments, especially those in Martin County and Loogootee, are the only things they can go by is the video and updated detail maps? I would have thought there would be some sort of write-up articulating the comments from those in Martin County and Loogootee and how they came up with the alternatives.

In regards to my comments, first I am really disappointed that with the hundreds and hundreds of comments sent in, the Loogootee bypass routes were the only thing taken seriously for any changes or alternate routes. That just doesn't make any sense to me.

In regards to the video, it is just another example of marketing propaganda that Lochmueller puts out with inaccurate info. The Tier 1 DEIS identified two potential routes around Loogootee. One to the east and one to the west and stated more study would be done. The video claims the DEIS identified the route to the west and now with input they are looking at four routes when all along it stated more work was required for the portion around Loogootee. So now the video makes it sound like they evaluated the comments from the



		public comment period and determined changes. I think that is shameful.
<b>Mensch</b>	John	<p>As President of both the WestGate @ Crane Technology Park and the Greene County Redevelopment Commission, I am very interested in the very northern portion of the highway. Here are several questions:</p> <ol style="list-style-type: none"> <li>1. How close to the small sub-division of Deerfield on the west side of US 231 near SR 558, does it run? As I recall it will go immediately behind Deerfield on its west side.</li> <li>2. Where exactly will the new construction merge into the existing US 231? It appears to be just south of the Greene/Daviess County line.</li> <li>3. Is a super two type of construction still under consideration? This is not my preferred construction; if it is going to be built, do it right with a 4-lane road.</li> <li>4. Will land need to be purchased on either side of the current US 231 right-of-way from near SR 558 to the I-69 interchange?</li> <li>5. Will the I-69 interchange with US 231 be improved? I am not an engineer, but many local people complain about the current interchange as being unsafe.</li> <li>6. Will there be an exit onto SR 558 for the WestGate tech park and NSA Crane?</li> </ol> <p>As you can see my questions all concern the northern most one mile or so of the highway. Thoughts?</p> <p>Of lesser concern to me are the 4 options now under consideration for Loogootee, I live in Bloomfield. P-1 still appears to be the most favorable route in my estimation with P-2 being the least favorable route. Having attended your hearings in Loogootee and at WestGate, I strongly favor alternative route P vs. the other four alternative routes of B, C, M &amp; O. I may try to visit your office in Jasper which I believe is on the VU campus and open on Wednesdays.</p>
<b>Bauer</b>	Rebecca	Why do you care about the Amish so much , they can't vote go to war . But you will destroy our homes and town to protect them on vast open fields . Doesn't make since to me.
<b>Summers</b>	Benjamin	My name is Benjamin Summers. I am a Lifelong resident of Loogootee, and my home is directly in the original P1 area. I have lived in this area for 70 years and spent a lot of time and money getting ready for retirement. I am too old to start over and stand to lose a lot of what I invested in this property if the project goes through as originally planned. My opinion is that a new terrain 4 lane highway is unnecessary north of White River. I live very close to 231 and I know this to be a fact. Upgrades to the existing 231 would more than suffice from



		<p>Haysville to the north. If this is going to happen anyway, I prefer the P2 alternative through Loogootee. This might help with the old buildings that are falling down and burning anyway.</p>
<b>Guy</b>	Leslie	<p>I have reviewed your three variations for the mid-states corridor project in Loogootee. I did not agree with the first choice of P1 because my parents will lose their home. However, I adamantly disagree with option P3 because now I and other members of my family will lose our homes. Also, as far as I can tell, you will be digging up both sets of my grandparents and other family members from their burial plots in the nearby cemetery with option P3.</p> <p>My husband and I built our home here 16 years ago. I have raised my children here. We have a pond with ducks. We also have many varieties of birds, deer, bats, turtles, and other wildlife in our yard throughout much of the year. My neighbor's mules can be seen grazing in the pasture with the magnolia trees. That will all be gone with option P3. My son, who is studying environmental and animal rights law in Vermont, is researching the environmental impact of this project for me.</p> <p>The corridor is not needed at all; why not update Hwy 231? However, the only possibly acceptable option that I can see is option P2. This will give the businesses what they desire and seemingly make less of an impact on homes that people have tended to and cared for over the years. The downtown area of Loogootee is deteriorating and dilapidated. Several of the downtown buildings are empty and/or have broken windows and various debris surrounding them. Put the corridor through there and perhaps the place will grow and bring in some interest or business. Also, maybe it will help to rid us of the unpleasant, phallic-shaped water fountain that was recently placed in town and does not work.</p> <p>I hope this reaches the correct God-playing person or committee who will read my comments. Please reconsider the options and either go with P2 or along Hwy 231.</p>
<b>Wendholt</b>	Sheila	<p>Please stop this 4 lane highway. All you are doing now at Loogootee is pushing the road onto new people. What good does that do?</p> <p>You need to listen to the majority of tax payers. We are footing the bill for this road against our will and to our demise. A few sly/corrupt businesses and politicians are pushing for this road for their benefit not the people they employ and represent.</p> <p>Shame on all of you!</p>





Krampe	Sue	<p>I VEHEMENTLY OPPOSE ALL FOUR PROPOSED ALTERNATIVE MID-STATES CORRIDOR ROUTES AROUND-AND-THROUGH LOOGOOTEE.</p> <p>The study of the proposed Mid-States Corridor should have SERIOUSLY considered the proposed Mid-States Corridor VERSUS improvements to the existing US 231. Instead, the \$7MILLION study focused only on the misguided MSC in an attempt to make it SEEM like a logical and beneficial option. The four new proposed route options around and/or through Loogootee serve to further prove that this project is being continued SOLELY for the purpose of lining the pockets of the folks at Lochmueller Group, INDOT, and the wealthy Dubois County businessmen who WANTED an interstate-grade route in order to gain a perceived savings in shipping costs but had to settle for a divided 4-lane instead. When it was found that a new interstate-grade route was NOT WARRANTED for this area, the entire project should have ENDED.</p> <p>WORKFORCE The study so far has proven that workforce will NOT be improved by a new-terrain highway. In actual fact, the workforce in Dubois and Martin County would use a new route to LEAVE Dubois and Martin Counties to pursue higher-paying jobs elsewhere. That would create additional hardship for the existing businesses and manufacturers in Dubois and Martin Counties in finding and keeping qualified employees.</p> <p>HOUSING The study so far has proven that a new-terrain highway will REDUCE available housing sites in both Dubois and Martin Counties by PAVING OVER viable land available for housing, and making land in the near vicinity of the monstrous highway totally unusable. On top of that, a new-terrain highway will DESTROY over 150 EXISTING HOMES and businesses.</p> <p>TOURISM People are drawn to this area of Southern Indiana because of the rural charm, the peaceful landscapes, the low crime rate. Building a new-terrain 4-lane highway will DESTROY the rural charm that brings folks to this area.</p> <p>ECONOMIC IMPACT Building a new-terrain 4-lane highway will have a DETRIMENTAL effect on the economy of the region. Businesses and farms along-and-near the proposed route will be DESTROYED. The cities and counties affected will bear huge increased costs for law enforcement, and for maintenance of the existing US 231 once it's abandoned by INDOT. Businesses in the bypassed cities and towns will suffer --- this has been irrefutably proven by the effect that the divided 4-lane US 231 has had on the Spencer County cities/towns Rockport, Dale and Chrisney, just in the relatively few years since the new route was opened to traffic in March 2011. Folks with pipedreams can tout their projections of economic development, but it has been PROVEN BEYOND DOUBT that bypassed cities and towns</p>
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suffer an economic decline.

**AMISH OUTREACH** it's admirable that the Lochmueller Group is now looking for alternatives to lessen the impact on the Amish community in Martin County, BUT. What about the non-Amish community, ALL of the other folks along the proposed route who will be adversely impacted? Those folks ALL need to be considered. The only acceptable choice to lessen the impact on the Amish and the non-Amish as well, is to ABANDON the Mid-States Corridor and make improvements to the existing US 231 instead.

**A RATIONAL COMPARISON** of the proposed Mid-States Corridor versus the announced \$75million improvements to US 231 will EASILY show that the MSC project should be scrapped and improvements to the existing US 231 should be pursued instead.

**COST OF BUILD** The proposed MSC will cost a MINIMUM of ONE BILLION DOLLARS, and that projected cost was BEFORE Covid-era inflation. That projected cost also did not include land acquisition, which could EASILY raise the cost to over THREE BILLION DOLLARS. The US 231 improvement project is expected to cost only \$75MILLION.

**ENVIRONMENTAL IMPACT** The proposed MSC will IRREVOCABLY DESTROY over 925 acres of forestland, about 1832 acres of farmland and around 733 acres of prime cropland. Covering nature's green earth with asphalt and concrete will contribute to climate change, generating heat and greenhouse gases that will destroy our atmosphere. Removing nature's green natural air cleaners will further contribute to the problem of climate change. An additional 54 miles of new asphalt and concrete will pollute our rivers and waterways with runoff of salt and other chemicals that will be applied to the new road every year. At the same time, salt and other chemicals will continue to be applied to the existing US 231. That is an unacceptable environmental impact.

**DISPLACEMENT** The proposed MSC will DISPLACE OVER 150 HOMES AND BUSINESSES. That includes both Dubois and Martin Counties. In addition, the thousands of acres of DISPLACED FARMLAND AND FORESTLAND can never be replaced. Once they are gone, they are gone FOREVER.

**SAFETY** The proposed new-terrain MSC will NOT improve safety. To the contrary, a 4-lane divided highway will INCREASE the number of MULTIPLE FATALITY WRECKS, along with an INCREASE in LIFE-ALTERING INJURIES. This fact has already been proven time and again by the existing 4-lane divided US 231 in Spencer County. Since it opened to traffic in March 2011, that stretch of highway has been the scene (and cause) of a number of fatal crashes INCLUDING as recently as February

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18th of this year (2023) when FOUR Holland IN residents (and a dog) all DIED in a horrific crash at the intersection of US 231 and County Road 1000. Due to increased speeds along a divided 4-lane highway, crashes are MUCH MORE DEADLY. So safety CANNOT be considered as a benefit of a new MSC. And the Draft Environmental Impact Statement agreed.

LOCAL IMPACT –“ The DESTRUCTIVE IMPACT of a new-terrain MSC is IMMEASURABLE. The UNDESIRABLE IMPACTS include DEVASTATING LOSSES to the families and businesses along the proposed route; INCREDIBLE LOSSES to quality of life in the region (loss of rural atmosphere, increased crime, increased costs to the cities/counties (ie: taxpayers)); INCREASED DETRIMENTAL EFFECTS on CLIMATE CHANGE; area residents will be INCONVENIENCED DAILY by alterations to their travel patterns to get over/around the monstrous MSC; ALL local impacts created by the MSC are UNDESIRABLE to the residents of this region.

CONSENSUS/NEEDS Simply put, the Mid-States Corridor is NOT NEEDED, AND NOT WANTED.

I’m not an economist, I’m not an engineer, but I AM a sane, sensible, pragmatic person (who LIVES HERE) who can see clearly that the proposed Mid-States Corridor makes absolutely NO SENSE not from ANY STANDPOINT. I can see the destructive results that have already been PROVEN by the 4-lane US 231 in Spencer County. I’m a practical person who can LEARN FROM HISTORY -- especially the history provided right at our fingertips in Spencer County.

Please do the right thing please ABANDON the Mid-States Corridor project for all time. And the sooner the better so that the hundreds and hundreds of people on the route’s path can resume their lives without this horrible specter hanging over their heads.

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**Moody** Gary W

Once again, as a Hoosier, I find myself engaged in an exercise in futility. Although Route P is the lesser evil, and makes the most sense as a drawing on a map, the fact remains that the necessity of this project is speculative and unproven. That is compounded by the fact that the era of new superhighways in the USA, which was started by President Eisenhower, is over. That is proven by scientific analysis of transportation and road building, combined with the facts of the climate crisis. (Indiana needs to follow Wales' example: Please see <https://www.theguardian.com/environment/2023/feb/14/wales-road-building-projects-stopped-failing-climate-review> ) However, the juggernaut in Indiana which is INDOT and the highway & real estate industries is effectively unstoppable, and state officials ignore science and facts as they choose. And of course the Federal role is to enable all that. Therefore, my only input at this point is to say that, IF this scheme moves forward

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		to facts on the ground, the construction should be done in such a way as to make it as unlike the newest segments of I-69 (south of Indianapolis) as possible. That is, within the smallest footprint, with the least land disturbance, and the utmost access, as possible. The goal of moving large amounts of traffic as fast as possible should be discarded. Thank you.
<b>George</b>	Roberta	I can't see where this new corridor is necessary. Why spend all that money? Why not just fix the roads that are already in existence? I don't see any logical use of making so many farms and homes being bought out and having to relocate. And all the wildlife habitats, ponds and lakes being destroyed. We have beautiful scenery and landscapes in Martin County and so many old cemeteries and church's. I think you should just drop the new corridor.
<b>Engleman</b>	Michael	I am a Martin County resident from Loogootee who is vehemently opposed to the construction of a new terrain highway through our counties.  We would like to see a more detailed description of plans to upgrade HWY 231 instead.  It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.  The Lochmueller Group's latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.
<b>Tedrow</b>	Charlie	To whom it may concern, I am writing to voice my opposition to new terrain road. We need to improve existing roads not build new ones. I'm under the impression fund's we're already earmarked to improve existing 231.
<b>Johnson</b>	Curtis	Please see attached. I am opposed to any P-route other P2!
<b>Gates</b>	Mary A	I am a resident of Martin County, residing just outside of Loogootee, and I am writing with my concerns of the Mid-States Corridor. I am firmly in support of the NO BUILD option. This new terrain highway is not needed--\$75 million are ear-marked for safety improve-ments to US Highway 231 north of Jasper. This will take care of dangerous areas and add passing lanes. This is all that is needed. US Hwy 231 north of Jasper to I-69 is only being used at 25% capacity. It does NOT meet the requirements of a new terrain highway. We do not need to spend in excess of \$1



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billion for an un-needed new highway.

A new terrain highway going through or around Loogootee will seriously impact our economy, housing plans, and education. How are we to grow--or even keep constant--our economy if traffic is bypassed away from us? How will we support our economy if our small businesses are taken out? What are we to do when our plans for future housing are taken away by this new route? Martin County's tax base is already at a disadvantage because of NWSC Crane Naval Base, the State Forest, and West Boggs Lake. These entities, valuable to not only our county but the whole state and the country, take away about 60% of Martin county's taxable base. Without our new housing plans being able to go forward, how can we grow our tax base? New families might very well move away if there's no place to build new homes. This will also affect our education; our schools will receive less funding, which we need to attract and keep our students. A new terrain highway will strip away more of the taxable base we do have. Is INDOT or the State of Indiana going to provide us with monetary relief from these hardships? How will this work? What plans will be put into place to make up for all the destruction that will occur to our county if this new build highway goes through?

There are also environmental issues that are concerning that need to be addressed. These new routes will go through low lying wetlands that currently flood during storms. Add to that all the forest lands and farm lands that will be destroyed, not to mention cemeteries that will be disturbed. These issues, along with many others, are why I support the NO BUILD option, and am very much opposed to the Mid-States Corridor.

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**Carrico**                  Nathan

I am a Martin County resident from Loogootee who is vehemently opposed to construction of a new terrain through our counties.

We would like to see a more detailed description of plans to upgrade HWY 231 instead.

It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in the excess of 1 billion dollars.

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		<p>The Lochmueller groups latest offering of four different routes in the Loogootee area, three which bypass Loogootee is UNACCEPTABLE. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p>
<b>Engleman</b>	Neina	<p>I am a Martin County resident from Loogootee who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>We would like to see a more detailed description of plans to upgrade HWY 231 instead.</p> <p>It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.</p>
<b>Taylor</b>	Greg	<p>The Lochmueller Group's latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p> <p>I am a resident of Loogootee In, Martin County. I am opposed to a new construction road running through our county. We would like to see a more detailed plan to upgrade US 231 instead. It is our understanding that money has already been allocated for this in the amount of 75 million, new construction would cost in excess of 1 billion dollars. And based on costs of I69, that number will be exceeded.</p> <p>We do not want the new construction!</p>
<b>Jones</b>	Bruce	<p>I'm a resident of Loogootee in Martin County. I wanted to contact you and express my opposition to the mid state corridor being planned for this county and city of Loogootee. I think it would a waste of taxpayer dollars and not benefit us enough to tear up the environment as much as it will.</p> <p>I believe upgrading Hwy 231 is the way to go. It would be a lot cheaper and less destructive to our surrounding area. I think this would save the same amount of driving time as the new proposed highway at far less disruption to the surrounding area.</p>
<b>Sermersheim</b>	William & Karen	<p>We adamantly oppose the Mid-States Corridor Project and we are definitely against any of the newly proposed three variations (P2, P3, P4) or the P1 route in the Loogootee, Indiana area of Martin County.</p> <p>The sudden, very vaguely-introduced changes that the Lochmueller Group identifies as Refined Preferred Alternative</p>



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P, come at a very questionable time, as the Tier 1 Study had a deadline of Fall 2022 to submit to INDOT both Lochmueller's study/findings and the written/emailed public comments that would only be included if received/postmarked by their imposed deadline of June 14, 2022. Last year, the public was also informed that INDOT would then review and announce their decision in Spring 2023 of whether the Lochmueller Group would be allowed to enter into a Tier 2 Study or whether the continuation of their study would be denied.

Now, in Spring 2023, Lochmueller Group's Study (Mid-States Corridor Project) abruptly introduces and asks for public comment of 3 newly-suggested routes in the Martin County area... P2, P3 or P4. They state that this is being proposed due to "community" feedback? We all know that's highly unlikely! Which new route would we choose? HOW could anyone choose ANY of these routes given such obscure, useless information of each route? You wouldn't ask a school student to write a report on something when given little to no explanation of the topic. Why ask us adults to choose between routes P2, P3, P4 or P1 for that matter? The map provided for public viewing of these newly-introduced routes look like someone swiped 3 highlighters across the map and called them P2, P3, and P4. It is ridiculous! You are just creating chaos, confusion & conflict amongst local property owners. When a lady at the March 14, 2023 Loogootee meeting stood up to ask for more clarity of these routes, such as a 2000 ft. path of each route, like the original proposed Mid-States Corridor map had, a Lochmueller spokesperson answered by saying that would be more defined in the Tier 2 Study. WHAT?

That is NOT acceptable!

This is such an outright ploy to gain INDOT's approval of a Tier 2 Study and set Lochmueller Group on the payroll for years to come, as it seems quite obvious that those few, big businesspeople in Dubois County pushing this Mid-States Corridor Project intend to prolong, drag-out, lengthen this unnecessary project at the expense of the many people in our community who DON'T want this Corridor for the numerous reasons that have been constantly repeated... negative environmental, economic & local impact, safety issues, extreme cost to build & maintain, etc.

In conclusion, we, as well as thousands of people, have relentlessly insisted and clearly stated that the ONLY option is a No-Build. INDOT should comprehensibly see that the Tier 2 Study for this proposed 54-mile Corridor is absolutely not feasible, not needed and INDOT should conclude this project NOW.

No Mid-States Corridor should be the final resolve, while simply making improvements to the existing US231 that our

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		Indiana Governor Holcomb recommended with a \$75M commitment.
<b>Stant</b>	Jeff	Indiana Forest Alliance (IFA) appreciates this opportunity to comment on the Refined Preferred Alternative P proposal released on March 1, 2023 by the Mid-States Corridor Project Team and INDOT. IFA is a nonprofit organization dedicated to the conservation and restoration of Indiana’s native forests and the flora and fauna that depend upon these forests to survive. IFA submitted comments on the Draft Environmental Impact Statement (DEIS) for the Mid-States Corridor Highway Project. Those comments questioned the purpose and need for this Project and outlined our concerns with the project’s impacts on the forests, fauna and natural heritage of Indiana and the failure of the DEIS to examine any alternatives that would largely utilize existing transportation right of ways for this Project. We also believe that the DEIS has failed to credibly examine the cumulative impacts of this project or its impact on the creation of green house gases, requirements that federally-funded highway projects cannot and should not ignore. IFA provides the following comments on the Refined Preferred Alternative P that could utilize one of four different routes for the new terrain Alternative P through or around Loogootee.
<b>Hembree</b>	Larry D	<p>See attached for more comment text</p> <p>Having been a long time, multiple business owner in Loogootee, Indiana, I have always been open minded to business development.</p> <p>However, I can see no value in this insane expenditure (disguised as an investment) for Martin County, and especially for Loogootee.</p> <p>I've traveled US 231 for forty-seven years and the traffic that flows on this road in Martin County is miniscule compared to the money that will be spent to build this unneeded road, let alone funding it into infinity.</p> <p>In the best case scenario, and that's a stretch, maybe a by-pass around Huntingburg and Jasper could save 5 minutes travel time, but there is no gain, only pain for Martin County's economy by- passing Loogootee or destroying it's neighborhoods. Any move west of Loogootee only benefits Daviess County. Routes east destroy what few neighborhoods Loogootee has for it's families.</p> <p>I stand against this needless and absurd waste of taxpayers money that will milk taxpayers for a century or more.</p>






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<b>Sanders</b>	Tanya	<p>This must be a huge money grab for consulting fees.</p> <p>I am a Martin County resident from Loogootee IN, My family and I are opposed to the construction of a new highway through our counties . Stop the madness! Indiana is called the crossroads.( FOR A REASON) There are plenty of roads in our state, let's not add any more . How about we clean up our roads and fix the roads we have. It has been my understanding that 75million dollars has been allocated for highway 231 .How about we see more detailed description of plans to upgrade HWY 231. THE MID STATE CORRIDOR WILL TAKE FARM LAND THAT HAS BEEN IN FAMILIES FOR 100 YEARS OR MORE. IT WILL TAKE HOMES THAT CAN NOT BE REPLACED BECAUSE THERE IS NO LAND TO BUILD ON. THE CORRIDOR IS NOT GOING TO HELP MARTIN COUNTY IT WILL TEAR THIS COUNTY APART. STOP THE CORRIDOR, FIX THE ROADS WE HAVE.</p>
<b>Mathies-Hoffman</b>	Dawn E	<p>I would prefer Route P2 and develop a nice boulevard through Loogootee even if it impacts the old dilapidated buildings downtown. Will INDOT and Federal Highway at least evaluate Route P2 prior to the approval of the DEIS to see if it is viable? It is not fair to the County and Community if the Consultant is just proposing an alternate to appease people and come find out Route P2 is not even an option. I suggest the Midstates Corridor section between the Haysville Bridge and I-69 be pulled from the DEIS until that section can be studied further. This section certainly has independent utility.</p> <p>As a longtime resident of Martin County I prefer Route P2 as it would keep future kids at Loogootee High School rather than their parents moving to new developed areas and chosing between Loogootee or a closer school because of a cooridor that bypasses downtown. Will the Consultant evaluate this prior to receiving approval of the DEIS? P2 has to be the preferred route as it best keeps the tax revenue within the county. If P1 became the preferred route not only would INDOT pull tax revenues from the county but you would also bypass a rural community which depends on through traffic for much of its business. INDOT will be evaluated these alternates for economic impact prior to selecting a preferred, correct? P2 would be a huge boost to the operations, safety, sustainability, economics, and pride of a community. I fully support P2 if done correctly. By this I mean, having a heavy public involvement in the look, feel and developing something we can all be proud of. Will INDOT evaluate this corridor prior to the DEIS so you don't come back a year from now and say it is not feasible?</p>

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		<p>As a longtime resident of Loogootee please do not lie and propose P2 if it is not feasible. It needs to be evaluated prior to the DEIS being approved. P2 would be great for business and commerce through the area. So my question is, is P2 a viable option? Are there right-of-way concerns? Are there historical concerns that make P2 not feasible? These would be simple to evaluate and inform the community versus leading them on.</p>
<b>Linville</b>	Mary Todd	<p>I am from Whitfield in Martin County and I am vehemently opposed to the construction of a new terrain highway through our area. I would like to see a more detailed description of the plans to upgrade Highway 231 instead. It is my understanding that funds have already been allocated for that purpose in the amount of \$75,000,000, and that the cost of a new terrain highway would exceed one billion dollars.</p> <p>The Lochmueller Group;s latest offering of four different routes in the Loogootee area, three of which bypass Loogootee, is also unacceptable. P2 is the preferred route for Loogootee with restrictions. We request comprehensive, detailed information with regard to the 231 extension.</p>
<b>Divine</b>	Lisa	<p>Thank you for the opportunity to voice my strong opposition. I'm a lifelong resident of Martin County. I have lived and worked here for over 60 years. I'm all for improvements but the proposals for the Loogootee area P1, P2, P3, P4 are not worthy of consideration. I am strictly against this corridor.</p> <p>A desire for a corridor has been escalated without need. We have I-69 for access north and south for trucks and travel. Do we need to upgrade 231? Absolutely, there is funding already allocated for that.</p> <p>If the corridor chooses P2, P3 or P4, Loogootee will be demolished. Those routes are taking away the only housing additions available for home building or home purchase. If the intent of Loogootee is to take the corridors through this area with the concern that we would lose business by choosing P1, they have totally missed the one positive aspect that draws people to this community. If P2, P3 or P4 are implemented, Loogootee will be in ruin anyway because people will move from this area as there is no additional land and the housing market is very competitive in our area. Loogootee will be in financial despair anyway due to loss of population.</p>
<b>Maloney</b>	Tim	<p>Attached are HEC's comments on the Refined Preferred Alternative P for the Mid-States Corridor. *This document is available in Appendix NN.</p>
<b>McFeaters</b>	Barbara D	<p>Thank you for the opportunity to share my thoughts on the Mid-States Corridor. I am a Martin County resident living just</p>



		<p>outside the city limits. I am NOT in favor of the Mid-States Corridor. As a former Martin County Council member managing county finances is important to me. I am in favor of the already budgeted money, 76 million, to improve Highway 231. Building the Mid-States Corridor is fiscally irresponsible! Most likely costing 2 billion dollars or more to complete. Where will this money come from? No doubt, more taxes. The property used to build this would take away property tax income for our county and we can't afford that. I understand you have traffic congestion in Jasper but that isn't Martin County's problem. There is no need to destroy farmland, homes and businesses to gain a few minutes of time. Do the right thing! Improve HWY 231 with the money already budgeted. Don't build the Mid-States Corridor or P1, P2, P3, and P4. Please reconsider. Please!</p>
<b>Corbin</b>	Sheila	<p>"I favor P4 alternative, I think it would be less intrusive for the majority of the people. A lot of Amish go to Loogootee to shop, p4 would be the easiest route for them to get to loogootee. Also I think it would be beneficial for west boggs park. A lot of people camp and fish there.</p> <p>Thank you for your time Sincerely Sheila Corbin"</p>
<b>Patton</b>	Cherie	<p>What is meant by "new alignment" cooridor in the studied alternative M? Will this maintain the existing roadway State Road 450 or are the local improvements going to infringe upon properties currently owned along State Road 450?</p>
<b>Schultheis</b>	Philip	<p>Your study does not consider that CR650 is a major roadway for area residents to gain access to Glendale Fish and Wildlife and Dogwood lake. Additionally, this county road see a lot of increased traffic during times of high water due to Portersville Road being underwater and not passable. This route will cause major impacts to area residents as they will have to travel a significant distance in order to overcome the CR650 access being removed to current US231 or the proposed route.</p>
<b>Ellis</b>	Donald	<p>My preference for the 4 variations of the routing around Loogootee are best to least: P1 then P4. I'd like to say P2 &amp; P3 are non-starters for me. I wouldn't want to have the expressway routed through a town. Signage can be erected to advertise their business.</p>
<b>Haas</b>	Kyle	<p>"Is there still any potential to abandon the corridor project and focus on improving or expanding on existing roads? I am just curious because if this road is built, I will not move back to Southern Indiana permanently. If existing roads are improved or expanded upon, I would likely move back to the area I grew up in and stay.</p>



Sincerely,

Kyle Haas "

<b>Woods</b>	Kenneth	I see no benefits in any of the proposed routes through Martin County. Only major disruptions to many lives and economies specifically to the Loogootee community and surrounding areas. I do not support the MidStates Project at any level.
<b>Fellers</b>	Andrew	The new RPA route P options are essentially useless. All the community requested was for an option that explored using the existing 231 infrastructure. The vast majority of the updated P alternatives are new terrain builds, which is a ridiculous waste of taxpayer resources and further cements this project's infeasibility and further illustrates the project management team's bias. The most egregious of these is north of Loogootee, where a new terrain build at any point is absolutely ludicrous considering the ability to add passing lanes to the existing US HWY 231.
	James	"P3 looks to impact a large number of homes in the northwest loogootee area. Specifically the bellbrook/bellgrade sub division is heavily impacted. Does not seem like a preferred option. P2 wouldn't seem to be very efficient. What improvement would this even produce?"
<b>Consley</b>	William	"This highway is unwanted in the local community. It would cause undue hardship on the already weak local economy, break up valuable farmland (P1), destroy our downtown (P2), and decimate several residential areas (P2 and P3).  This is a totally unnecessary project designed to benefit businesses in Jasper and Dubois County at the expense of Loogootee and western Martin County. Please don't ruin our community by building this highway.  William R. Consley 117 Garrett Ave Loogootee, IN 47553 (directly affected by P2)"
<b>Craney</b>	Travis	The proposed P routes are un-needed and would negatively impact all of the surrounding area, not to mention the family farms and valuable natural resources this would destroy. NO MID STATES CORRIDOR!!
<b>Tretter</b>	Chris	"Jason, in a couple of weeks, Sultan's Run and the Senior LPGA will announce that Sultan's Run will host the 2023 Senior LPGA Championship.  In golf, there are professional tournaments and then there are



		<p>"Championships", the most prestigious of the professional tournaments. We are hosting a Championship!</p> <p>This tournament will boost Dubois County Tourism for at least five years. People want to play where the pros play, and especially where the Championships are played.</p> <p>We are also being considered to host LPGA Epson events in future years.</p> <p>There are roughly 17,000 golf courses in the United States. Only 250 have the distinction of saying they have, or do, host a professional golf tournament."</p>
<b>Kirk</b>	Mike	<p>This is a complete waste of time and money. INDOT already own right of way along the existing 231, just widen it to a tier 2. Only Mike Braun and another business man from Dubois County wants this project. The people of Martin and Daviess County DO NOT!!!!</p>
<b>Guyer</b>	Alex	<p>"Hello,</p> <p>I am writing to express my STRONG opposition to options P3 and P4.</p> <p>I believe that the original P1 selection would be best.</p> <p>My overall opinion is that the promised and funded 231 improvements are sufficient and that this new road should NOT be built.</p> <p>Again I am strongly opposed to the route options on the East side of Loogootee, P3 and P4. Please choose P1 or P2 if the road must be built."</p>
<b>Drumond</b>	Georgia	<p>Why is a road even being considered that is 15 miles east of and interstate highway? I thought I 69 was supposed to take care of Crane! Why are the highways not fixed?</p>
<b>Zeigler</b>	Ted	<p>"To whom it may concern,</p> <p>I am writing to express my opposition to the options of P3 and P4. The original P1 would be the best option.</p> <p>I believe the options on the East Side of Loogootee are not good."</p>
<b>Lampert</b>	Brian	<p>Stop wasting our tax money on this worthless road. It is not beneficial to anyone involved except the people pushing for it so hard because it will save them a couple of dollars for their semi's to avoid a few towns. The sad part is you are willing to take people's property for this project and spend hundreds of millions of dollars for such a minimal time and fuel savings.</p>
<b>Wittmer</b>	Dalton	<p>Why would you guys take away more crop land than is needed?? Why not take the straight path from the white river at the Martin Dubois county line? This is the most practical</p>



		location! The road is there widen it and make it four lane straight up the original 231. You engineers are stupid go back to school why don't you to learn about ecological aspects of conservation and conservancy. Complete udder disgust is what this is!
<b>Tinkle</b>	Kelly	Each one of these alternatives has such a negative impact on our community. As a Shoals resident neighboring Loogootee, we all take pride in our small town and the benefits that a small town offers. There is not one solution that would bring more positives than negatives to our community. In fact, these seem to wipe out a big chunk of our community. West Boggs Lake is a community staple that will be heavily impacted by the mid states corridor. Both from a standpoint of the lake view and economic factors. The mid states corridor is a not at all what this city, county, or state needs.
<b>Jessica</b>	C	This corridor is not needed! You will be dislocating so many people for a gain of a few minutes. It's not worth it!
<b>Potts</b>	Marla	This project will kill Martin county, especially Loogootee. Taking homes and farms with no where for these people to relocate depletes our property tax base. To save a few minutes on a drive. It will bring no buisness to our area, buisness profits and greed will destroy this community that is already struggling. We need to fix the roads we have. No new corridors.
<b>Tedrow</b>	Kayla	This road will take my family's and friend's home and land they have worked hard for for generations. This is not fair to our community and is a waste of money.
<b>Johnson</b>	Curtis	I have never agreed completely with the mid-states corridor, especially after selection of Route P. If it was really about most economical and least impact to communities, the route from Alfordsville to the Hwy 50 and I-69 intersection made immeasurably more sense. The alternative routes for P (1-4 all) are not satisfactory at all. The newer alternatives P-2 and P-3 take out a lot of businesses and housing, which Loogootee cannot afford the loss of either. We are in dire need of housing as it is and need to retain every bit of business we can in order to stay viable..
<b>Inman</b>	Joseph	who is pushing for this silly road through our homeland,,,it has got to be a politician wanting to show his or her care for the citizens of this area,,,no one citizen in this area wants you to destroy our area,,,just a bunch of power hungry politicians doing this ,,you dont care what we want,, why couldnt put this on the ballot and let us decide if this becomes reality,,if you are so sure what have you got to lose,,,if not then the will of the voter be carried out joe inman
<b>Pate</b>	Nathan	"This MSC project is unnecessary. The money is better spent by improving existing infrastructure through the region, like U.S. 231..



New terrain construction is a cancer on our lands.

New terrain destruction steals from all Hoosiers the little remaining undeveloped landscapes we still retain. We must start valuing Nature, and biodiversity/habitat, and carbon-storing land features.

The people pushing for these additional, myriads of acres of concrete and blacktop need to give up the 'you-can't-get-there-from-here-so-bring-in-the-bulldozers' canard, which is a perversion of the public interest.

Horizon-to-horizon paving does not foster quality of life for Hoosiers.

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<b>O'Connell</b>	Mary Ellen	"Our climate is in crisis. The last thing the world needs is the loss of more trees and natural areas. Use funds to refurbish existing roads and investing in passenger rail. Preserve the forests to future generations--NO NEW TERRAIN for the Mid-States Corridor.
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<b>Guy</b>	Trevor	"I live in small town Loogootee for a number of reasons. The most important of these is to be a quiet rural setting for the upbringing of my family. I purchased a small 4 acre plot of land, had a house built and set things up on this homestead to last throughout my life and hopefully the land could stay in my family thereafter. Unfortunately, with the new alternative route P3, my homestead is directly in the path and with route P4 this land would be within a half mile of the route. How utterly disappointing. I have been anti corridor from the beginning, but didn't get involved as I felt with the western bypass around Loogootee, lifestyles here would be minimally effected. I feel I speak for most all of us when I urge to either abandon the project or bypass as far as possible from Loogootee. We live here for a reason. We want to have a rural lifestyle. We do not want another highway going through or very near our community. Please stay as far from Loogootee as possible. Thank you!"
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<b>Tatum</b>	Nancy	Hello, I want to comment on the Mid States Corridor project. Instead of spending money on this unnecessary road, the money would be better spent on improving US 231. No tree removal and death to the wildlife!! Please stop this project.
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<b>Wild</b>	Carrie	As a Central Indiana resident, I'm writing again to stress that I feel the Mid-States Corridor is unnecessary, and that funds would be better spent shoring up existing infrastructure, rather than carving new routes through existing forests and fields. With every week bringing new, extreme weather to our
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		country and across the globe, we should be doing everything we can to preserve or improve our existing landscape, rather than unnecessarily carving it up with unneeded roads.
<b>Sommers</b>	Sondra	This road has the potential to have so much affect on the small town of Loogootee. To keep businesses in the town the road needs to continue to feed travelers directly through town where the businesses already exist. Keeping another road from stealing more farmland is also EXTREMELY important! It seems to me that maintaining/upgrading the existing roads we have would save taxpayers a lot of money and have less environmental repercussions.
<b>Guy</b>	Debra	This highway is not needed or wanted. Shifting the route from one person's home, farm or community is completely unnecessary and is not what "patrons" have asked for. Please consider the wants and needs of the people this will negatively affect instead of the contractors and business owners who are pushing their agenda. Keep in mind, we do vote.
<b>Burch</b>	Lloyd	"CAN NOT BELIEVE THE STATE WOULD SPEND SO MUCH MONEY TO ONLY BENIFIT ONE PERSON "BRAUN" WE DO NOT NEED THIS ROAD , TO SAVE MAYBE 3 MINUTES OF DRIVE TIME? THE TOWN OF LOOGOOTEE WILL NOT BENEFIT FROM THIS ROAD, IT WILL KILL ALL THE LOCAL BUSINESS. THIS IS TO ONLY BENEFIT A FEW ELITE PEOPLE IN JASPER. DO NOT NEED THIS WASTE OF TAXPAYERS MONEY!!!!!!"
<b>Strawn</b>	Andrea	Hi I am a resident in loogootee just off 550 I am completely against this road plan both routes P 3 and P4 will take out our home not to mention the fact you would be building through the wet land areas and parts that flood. We live 15 minutes from I 69 why do we need another northern interstate this close I feel this is redicoulous !!! I Also feel P1 would ruin a lot of beautiful farmland and countryside in both Martin and Davies county which is even closer to I 69 this is just dumb!!!! And there are so many in the Amish country and in west Boggs park area this would completely ruin camping there which I Love! I feel P2 only needs improvement let's clean up our road way maybe widen where needed and make it safer we do not need a 4 lane in this area we do not need an interstate this close to I 69 let's keep our beautiful countryside just that beautiful and country let's not take away from this and also the areas that are landmarks in the area. I also feel P2 would ruin the wonderful town area we have the beautiful and historic buildings around loogootee let's fix the current roads and clean up the roadside! BUT NO MORE INTERSTATES ESPECIALLY WHEN WE HAVE SO MANY THAT ARE IN DISREPAIR LETS IMPROVE I 69 SO IT IS USED MORE THIS IS ALL WE NEED!!! We have way to much road construction that hasn't been finished all over Indiana let's repair and finish what's started and be





		done!!!!Lets repair our local highways and make them safe I vote hell no to anymore interstates in this area! Thank You Andrea Strawn
<b>Winger</b>	Tina	Why spend any money on a new highway. Most of Crane workers telework. Future generation will want to telework. I travel Martin County 231 every day at 5:00 am. There is no traffic that slows down or causes me to be late. I am against any kind of new highway or roadwork. A new highway around Loogootee will cause more businesses to close. Loogootee needs traffic to come through town to help the economy.
<b>Graber</b>	Marlin	"The route to the west of Loogootee disrupts the amish from getting to Loogootee for groceries, doctor and dentist appointments which is not good for Loogootee. Some schools could be impacted. The best solution at Loogootee is use what we have. There Are already 4 lanes to the stop light at Mcdonalds. It is crazy to spend this much tax payer dollars on a few minutes of time saving for a few people. Sincerely Marlin Graber. "
<b>Brown-Salsman</b>	Timothy	"P WEST looks to be the most logical route.  My suggestion is that the route be lined with natural sound barriers, mounded dirt and trees  I would hate of our small town to have to listen to traffic all day and night"
<b>James</b>	Arvin	"We the people are opposed to any routes, in or around Loogootee, IN, for a new terrain corridor. The only option we want or will accept is to upgrade the existing US231 highway.  Reasons for this are as follows:  Cost -- the cost to build the mid-states corridor will be in excess of \$1 billion dollars. The cost to upgrade the current highway will be less than \$80 million. Save the tax payer's dollar.  Enviromental -- Any new terrain highway will remove, permanently, valuable farm and natural lands. This in turn will increase CO2 emmisions and contribute to climate change.  Displacement -- Any new terrain highway will displace scores of families. This will add to the cost and enviromental impacts.  Safety -- Any new terrain highway will cause farmers and school children to be exposed to the dangers of having to cross this new highway. This is a safety concern.



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Local Impact -- Any new terrain highway will severely impact the local communities by removing or re-routing commercial traffic. Loogootee will be by-passed and will therefore lose what economic activity it currently has.

Consensus/Needs -- The consensus of the people of Martin County is opposition to any new terrain highway. The people are well aware that this, or any, new terrain highway is not needed.

Sincerely,

James R. Arvin"

<b>Consley</b>	Nancy	I am a resident of Loogootee and am against the midstates corridor. Money has already been allocated for improvement of US 231. That is sufficient and a four-lane is not wanted or needed in this area of the state. What is planned with the proposal for the midstates corridor will wipe Loogootee off the map or do irreparable damage to the local economy as well as take many resident's homes. Martin County has already given up enough valuable land with the Federal Govt for NSWC Crane. NO TO THE MIDSTATES CORRIDOR!
<b>Woods</b>	Kenneth	"It's very disappointing to see how you have responded to the negative feedback on the original P west proposed route around Loogootee. It is very obvious that you created new options that are clearly not feasible in cost to build, or the impact on housing and businesses. By leaving the first and unacceptable option in place, the choice criteria will obviously and greatly favor the original route. There is no need to change the current route through Martin county at any point. Perhaps a passing lane on the steeper and longer hills in two or three places would be useful, but nothing more than that. Absolutely no changes should be considered within the city limits of Loogootee. Any changes there would be a major negative impact on businesses and residential housing. I don't know the particulars concerning other cities along the proposed MidStates Corridor, but because of your tactic concerning Loogootee, I am opposed to the project entirely."
<b>Reinhardt</b>	Donald	Lookin at the routes , Martin Couny does not need new roads, funds are there for improvements to just improve the roads there no 4 lanes just the what it there.
<b>McAtee</b>	Steven	Alternative P3 in the Loogootee area is extremely UNSAFE. It creates a High Safety Hazard. In the Belgrade Addition/Bellbrook Road area many families walk and children ride bikes. Not just families from the Belgrade housing addition but many people from within the city. It is s a very safe area to walk, jog, or ride a bike for all ages and used many times each day. Also many families enjoy using golf carts or ATVs to




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		commute to town especially the Loogootee school area. The Bellbrook Rd and Bloomfield Rd is used by many people from the surrounding area not just residents from the housing addition to commute into Loogootee. The Alternative Route P3 results in a dangerous situation for access to Loogootee. People make this trip several times a day picking up children or shopping. The Alternative P3 causes people to cross a 4 lane highway (with vehicles traveling at a high speed) several times daily in the Belgrade/Bellbrook Rd. Area.
<b>Mathies</b>	Lance	Mr. Mathies stopped by the project office to drop off his comment on RPA P. The letter states his preference for P2. He is concerned what economic impact another route would have on the town. He is also worried a western bypass might impact the Amish. The letter is available in Appendix NN.
<b>Mathies</b>	Gary	Mr. Mathies provided a letter delivered by his son to the project office with his comments on RPA P. He is concerned with impacts to the Amish by a western bypass. He would prefer to see traffic stay in town. The letter is available in Appendix NN.
<b>Renoire</b>	Elaine	"Please add my name to the list of people who vehemently oppose the Mid-States Corridor. In fact, I have not met the first citizen who supports the Corridor.

I know a long list of various studies are being conducted at great expense. . Nonetheless, I do believe common sense would tell anyone that spending hundreds of millions of dollars (perhaps billions) to save less than 10 minutes travel time makes no sense. Nor does it make sense to create a new road when an existing road can be upgraded.

Sadly, I realize in the end, the political machine is going to do what it wants (and has already decided) despite the huge (and growing) protests. Public be damned.

But I'll ask this question anyway: In all the studies being done, is anyone asking the truckers what side they are on? How do they feel about the resultant loss of homes, businesses, farms, woods and environment, wildlife, negative (perhaps fatal) impact to little cities like mine (Loogootee), etc. --- to gain less than 10 minutes on their route? Do they want to be a part of that? Do they think building the Corridor for a 10 minute convenience justifies the exorbitant cost to those directly affected?

I'm betting not. And I'm also betting they've never been asked.

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Warm regards



		Elaine Renoire "
<b>Graber</b>	Royden	I oppose the mid-states corridor through Martin county. I am for upgrades and improvements to hey-231. Passing lanes and turn lanes would improve traffic flow. The p2 proposal would be the best solution for the city of Loogootee. P3 and P4 would displace a great amount of the population and taxpayers. Also p3 & p4 would have significantly more construction costs. P1 alternative is mostly in Daviess county and impact housing and schools in Martin county adversely. Daviess County would reap the benefits with increased tax revenue from businesses and housing along the corridor. Thank You,
<b>Lampert</b>	Kelsy	"I don't think that the Mid-State Corridor should go through Loogootee/Martin County. Martin County/Loogootee is too small to be able to finically, economically, and social recover from having something like this brought to our town. P1 would take out the vast majority of farm land and Amish communities. P2 would require the dissolution/movement of people and main businesses in Martin County/Loogootee. P3 and P4 would take out the one of the largest housing communities that Loogootee/Martin Count has. In addition, it would take out 1-2 of Loogootee/Martin Counties largest cemeteries. I don't believe this road is necessary. I believe that improvements could be made to the existing 231 highway in order to make traffic flow in a more delicate way.  Thank you for your time. "
<b>Graber</b>	Shannon	"The negative impact this road will have on our community outweighs its potential positive effects. It will effect Amish traffic patterns. Currently, 231 from Bramble to West Boggs Park is used by the Amish to take their boats to the lake. The west option would block the Amish from going to Loogootee for shopping.  In my opinion, the project should be dropped and INDOT should investigate adding a few passing lanes to the current US 231. This would not have the negative impact to locals and farmland and would improve traffic flow and have the same positive effects you wish to accomplish."
<b>Williams</b>	Vernita	"Martin County is a small community wanting to improve economic growth while maintaining our beauty and cohesiveness. This is why I support the P 2 Proposal. Highway 231 is in need of improvement. This can be done with less money than a new route and would save a limited, precious resource, land. Productive farmland provides property taxes for our county and affords many with a living. The P2 route would most closely align with the current road. It would cause some uprooting of homes and possibly businesses, but the entire community would benefit. Businesses need to




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	<p>have roads accessible to all customers, even those in buggies. Schools need roads which ensure their students can be transported safely and quickly to their buildings. Cities need room for homes and new businesses.</p> <p>Fund upgrades to 231 and use the P2 route to make travel safer. Saving a few minutes travel time does not justify spending billions of dollars destroying fertile soil and jeopardizing communities.</p> <p>Please listen to those who will be impacted by this decision."</p>
<b>Strange</b>	<p>Dana</p> <p>"ATTN: Mid-States Corridor Administration Building, Room 202 850 College Avenue Jasper, IN 47546</p> <p>I would like for my opinion to be entered in the final the Record of Decision (ROD) and the Final Environmental Impact Statement (FEIS), closing on March 31, 2023.</p> <p>I OPPOSE the building of the MidStates Corridor for Martin County. Martin County is one of the poorest counties in Indiana with a quarter of the county being a Federal Reservation (Crane NSWC/CAAA) and another quarter being a state wildlife preserve (Martin State Forest). The main population bases are Loogootee, Shoals and Crane are the only tax base Martin County can draw from. Any variation of the MidStates Corridor going through Martin County would devastate the very economic base its intended to help.</p> <p>When the initial study came out the P Route was picked over the M and O Routes as the most cost-effective way to accomplish the mission via Martin County and Loogootee. Changing the M and O Routes to be called the Alternative P3 and P4 Routes doesn't change the cost analysis that the decision was made in the first place, which brings me to my next point.</p> <p>No matter what we do, we as a population are not going to be able to stop progress, this change is inevitable. Should the project continue, I would support the P2 Route through Loogootee. This would alleviate the tax base moving to Daviess County using the P1 Route and would be the most cost-effective route vise P3 and P4 Routes through Loogootee's hills and wetlands.</p> <p>As a selling point to the community the infrastructure improvements through the city center; storm drains, new sidewalks, beautification, etc. would help alleviate the cost to the city and county and would still give everyone the progress we all need. The loss of the parrell parking through downtown to add a third turning lane is much needed and would be appreciated in the long run...this would be minimally intrusive. As for the Hwy 50, Hwy 231 intersection. We all know it is a</p>

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		<p>bottle neck in Loogootee and a difficult intersection for large trucks to navigate. With the purchase of the American Legion and the old gas station (now smoke shop) the intersection would be wide to facilitate the land needed to make it safe. PS Please no track circles it would only make the intersection and businesses around the intersection even more dangerous. I hope my input is helpful to the process and not just another negative opinion that is discarded.</p> <p>"</p>
<b>Mathias</b>	John	<p>We do not need it. It will devastate Martin county. I know it doesn't matter to you people at state house because it doesn't effect you. Waste of tax payers money.</p>
<b>Smith</b>	Jason	<p>"I do not believe this highway is needed or wanted at all ! I believe P2 to be the only option that would not destroy the small town of Loogootee's economy. All other options bypass the town of Loogootee destroying precious farmland, homes and the hopes and dreams of the property owners.If this highway must be built please just improve HWY 231 through the small town of Loogootee P2."</p>
<b>Craney</b>	Travis	<p>I 100% opposed the mid state corridor. Absolutely not logical at all. Maintain the roads we have before building new!</p>
<b>Schepers</b>	David	<p>"I grew up on the east side of Jasper lived there 30 years. The factories back then burned coal and air quality was poor. There was a study on how much US farmland has disappeared in past 30 years or so. 11 million acres. 7 million to residential/ apartments growth. 4 million to commercial and industrial. There isn't that much farmland taken away with new highways nor protected water areas. A fact is farmers have taken thousands of acres of wet lands during a time( 40's-80's) for pennies! Residential, commercial, and industrial growth is a need. People will continue to need places to live,shop and work. The purposed highway is a need for the above. Another need is to draw out( thin out) the pollution.Jasper, for instance, is bogged down in exhaust with the heavy traffic( 25000 vehicles) going thru town every day! And city residents and workers breathe it! Same with the smaller towns. The highway would decrease that load of traffic( pollution) even if it's only 5000 vehicles. Those farmers in the line of the highway will not lose that much land! Nor will there be great amounts of wetlands destroyed. Yes a few families( homes) may taken. But they will be well compensated. People move and adapt. Those along that route must adapt. Was there ever a study of what people thought who lived along and near US231 in Jasper?! And those who worked in the city limits?! More businesses are moving in- maybe that needs to be halted! Of course that's counter productive with people's ideas of starting a business, and having a sound economy for the community and for</p>



		families to multiply. I think there are people who are selfish and disrespect the people who live along and near the route in every area discussed! It's like you want to push/keep the pollution in the neighborhoods for the few farmers/farm land,wet lands and those few who live along/near the purpose route! Change will be definite in everything along with adapting! On a bright note IPL in Petersburg will shut down soon, in that when those west/northwest winds blow, Jasper will be spared of that pollution!
		."
<b>Bradley</b>	Lana	No new road! Why take away from people that would have to move out of town to find new homes to start over!!
<b>Buse</b>	Katrina	I am in opposition to this entire project. It is not needed in Loogootee. There is only 1.6 miles from where hwy 231 meets hwy. 150 to the north side of town. Less then 2 miles! At that point they have 4 lanes, until the stop light where 231 turns north. Then it returns to 2 lanes. In town, needs no changes. There is No justification for putting in new terrain. Your study does not justify the need for this 'new road' If you want to improve the roads, above and below Loogootee, by widening what we have slightly, into passing lanes, ect, like hwy 145 north to French Lick, then have at it. We need to take care of what we currently have. In this day and age of limited resources, we do not need to be taking farm ground, any natural resources to make way for something not justified, by all this expense. We the tax payers are the ones who must pay for this. The cost of inflation, and taxes are being raised , already, and we cannot afford to pay for this. As the expense does not out way the need for this.
<b>O'Connor</b>	Edward	I travel very frequently 231. I do see need for traffic relief in jasper But on north there's never any congestion, not even when school buses are present. Simply adding turning lanes at some crossroads is all that's necessary from my observation
<b>Mattingly</b>	Tamara	"I oppose the MID-STATE CORRIDOR PROJECT. I would like to see the traffic count in the projected area to see if a new build is substantiated by INDOT. If the people are being listened to by our elected officials there would be upgrades to 231 that has been approved by Governor Holcomb. If the Corridor must be built, any route other then P2 would be detrimental to our town and surrounding counties. With the recent build of I69 and its proximity this seems absolutely unnecessary. I69 runs the entire west side of Daviess county. The county has suffered a significant loss of land and homes, as well as cutting off access roads making travel more difficult for everybody. This has been especially true for the large Amish population, who travel by horse and buggy. If this corridor runs the East side of Daviess County around Loogootee again travel becomes more



		<p>difficult and dangerous for all. Can you imagine the horses crossing 4 lanes of traffic (2 traveling north and 2 South). I believe that no road is so important we must make the daily traveling's of our fellow citizens more dangerous all in the name of saving a couple bucks for certain business interests outside of our own county.</p> <p>Once again I am opposed to the Mid-States Corridor, however if it must move forward I would say the only logical choice which takes into account everybody's best interests is P2.</p>
<b>Brosmer</b>	Dustin	<p>I absolutely do not want this road its a waste of money. Improve 231. Because route 2 and 3 I lose my home and my inlaws lose their home plus the graveyard where my family is buried. We don't need it it would destroy loogootee. I live here my while life I love my small town. We don't know where we would go and we don't want to build a new home it's to expensive and interests rates are way to high. By pass loogootee we don't want you destroying our town just so it cuts a few minutes off someone's drive to crane. Plus there is no land forsale around loogootee to rebuild and nobody wants to live next to an interstate highway. It will kill home values it absolutely will not raise the home values. Don't destroy our community also all the senior citizens will have nowhere to go. Me and my family are 100 percent against this road its ridiculous build it somewhere else. People in loogootee are absolutely pissed and do not want it. Use the tax money and fix the damn roads we already have. I'm so so so angry pleas don't destroy our town it would never be the same. No one I've talked to wants this. Go around loogootee we will survive and be just fine</p>
<b>Graber</b>	Leslie	<p>"i would like to address my concerns with route P. As we all know routes P3 and P4 t realistically prob aren t an option. So with this being said i feel the only option is to use P2. By staying on the existing route 231 thru loogootee i feel like we would continue to provide economic support to the town of Loogootee as well as Martin County. If P1 would be chosen businesses in the town would suffer from reduced traffic and Martin County would suffer from reduced tax revenuedue to the fact that business and any new industry would more than likely locate to the west in Daviess county. Therefore my prference is P2"</p>
<b>Bradley</b>	Rebecca	<p>"To whom it may concern,</p> <p>Hi, my name is Rebecca Bradley we live 3454 Beard Rd, Loogootee 3.8 miles north of the Haysville bridge. I am writing with concerns of losing my home for a second time. My family lived in union town ship in PerryCounty, where we lived on a farm that the state took from us</p>






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to build Salina lake. We sold all machinery in the auction now here I am about to lose our home for a second time. I know you have no idea what this does to a family. All I can say is I wish there would be some way we could keep our home. I bought my home thirty years ago, lost everything due to a fire, then built this home twelve years ago. We are begging the board to keep our home.  
I thank you for reading this letter.

Sincerely,  
Rebecca Bradley "

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	Justin	Go through the town of Loogootee.
	Andy	"I oppose the mid state project! I do not wish to see any of the options used that you have layed out. The 5-10min time saving isnt justified to put in a new highway. Also, from the maps I have studied the burden that this is going to put on family's is ridiculous and has not been accounted for. You will be shutting down main county roads, some at which are only way of travel due to flooding. You currently can not keep the current roads/highways up to any kind of standard, so what makes this one so much better. The only option as I have only heard of people from the Jasper area wanting this is to do a bypass around jasper and connect to existing 231 and fix/update the existing highway that is currently there! But, I fear that if this project does happen we will be stuck with another failed road that will not get the required maintenance. This is absolutely unacceptable and not well planned out. Take care of the falling apart roads we currently have."
<b>Crays</b>	John and Anne Marie	We wanted to state we do not support this project. It is not money well spent. Improvements could be made to 231 without taking family farms and disrupting the environment. Please please reconsider..
<b>Whitman</b>	Michael	"I, Michael T. Whitman, 21 -year resident of Loogootee, Indiana, support the Mid-States Corridor project.  If the project is green lighted, I would strongly prefer the route stays outside of the city of Loogootee. Rtes. P1 or P4. The politicians that support running heavy traffic through downtown Loogootee don't understand what they are asking for. There are already far too many speeding heavy trucks running through our streets. Please do not burden our city streets with more commercial and thru traffic. Business will not suffer if the main highway bypasses town. I expect little change in traffic would occur, as decreases coming from north and south are offset by increases from the east or west, as well as from local economic development. Route P1 would appear to

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		<p>be the easiest path, but P4 would be a good alternate if problems arise with P1.</p> <p>Thanks for your consideration, M.T. Whitman 424 SE 3rd St. Loogootee, IN"</p>
<b>Corbin</b>	Rex	<p>"The proposed P1 route would pose significant burden upon and restrictions on local traffic into Loogootee for the surrounding Amish community and West Boggs Lake residents. There are approximately 300 residents along the west shore of West Boggs Lake and the P1 route would obstruct the primary path of southbound access to US 231 and the primary access to US 50. With already limited options due to the lake (no Eastbound roads) and limited Westbound options (no paved county roads adjoining Daviess County 1200 West south of 800 North), P1 would significantly hinder local access traffic for those living near West Boggs Lake. Also the close proximity of P1 along the entire south end of the lake and the southeast portion would interfere with the buffer zone, aesthetics, and natural setting of the lake and West Boggs Park.</p> <p>I strongly suggest that the alternative routes P2, P3, and P4 be given serious consideration for all of the reasons above. I view P1 to be a serious concern for accessibility to and from my residence, a detractor to the recreational appeal of the lake and West Boggs Park, and an adverse impact to the property values for homeowners on West Boggs."</p>
<b>Edwards</b>	James	<p>"First, I'm not for the project period. There is not nearly enough benefit compared to cost; both financially and to the displaced families and farmland. Additionally, the state already struggles to maintain roads. Why add one more to let it deteriorate?</p> <p>As to options around Loogootee, P2 seems to make no sense at all. If the goal is to save time and reduce congestion in downtown areas, this option cannot be the most effective. P3 seems to impact the most citizens and would be extremely costly. P4 is similar to p3, but to slightly less extent. P1, to the west of Loogootee, seems to be the most effective at meeting goals and would impact the least homes. But, would hurt farm land the most.</p> <p>I would vote p1 if forced to decide.</p> <p>Bottom line, we can spend tax dollars on far far better things than this project. The entire thing is ridiculous. "</p>
<b>Allen</b>	Chris	<p>This project doesn't make much sense. Why wouldn't you put the money into fixing the existing highway 231. There is</p>



		nothing positive that will come from this for the people that live in and near the path. Many people will lose their property and a big loss of natural resources just so the rich can get richer. Mike Braun is more or less a crook.
<b>Sheetz</b>	Derek	I agree with Mayor Noel Harty that no elected officials, business owners, or residents in the northern section of the possible corridor are in favor of it.
<b>Strange</b>	Mark	I vote NO to the Mid States corridor. You should just improve 231, widen it all or just widen some with passing zones. The new highway is such a waste of money when we currently have terrible pothole-filled roads and bridges that are falling apart or unsafe to drive on.
<b>Mathies</b>	Jared	"Route P-2 is the route through Loogootee and we feel is the best alternative . Keeps tax revenue in Martin County, can be a positive commerce and the best economical impact Martin County and Loogootee, allows safe and easy access by Amish to Loogootee for basic needs and services, Allows future development within Martin County and Loogootee."
<b>Street</b>	Terry	I am writing you of my thoughts on the corridor. I feel that all we need for 231 north of Jasper to I69 is the original approved update that the money is already earmarked for that addresses dangerous areas and adding passing lanes. That is all that is needed. Anything else is a waste of money. US 231 north of Jasper to I69 is being used at 25% of its capacity and does NOT meet the requirements of a new terrain highway. If you by-pass Loogootee, you will interfere with our future project plans for housing growth and will displace people who would most likely move away due to not having any land available for building new homes. If you take away the thru traffic, you will hurt our small businesses. Look what happened to Petersburg and Dale In. Martin County is at a disadvantage now with a low tax base due to NWSC Crane Naval Base, State Forrest, and Boggs Lake which combined takes away about 60% of taxable base. Our budgets are strained now. We need to grow our tax base, not take it away. Safety is also a concern. Our Amish neighbors will have to cross 6 lanes of highway on horse and buggy to get to Loogootee for their needs. School buses must also cross these new roads. You have heard from the majority of the taxpayers that do not want this new terrain route so I do not understand how this can still be considered. Does our voices not count, and why are you listening so much to a self-appointed committee? Please just improve 231 per the already approved and earmarked project with improvements and passing lanes. Thank You.
<b>Nowotarski</b>	Mark	"I continue to question the methodology Lochmueller continues to conduct regarding the study. In attending a public




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information meeting in Loogootee (not put on by the Mid-States Corridor project team) there were a lot of residents that were not understanding how they could comment on the “refined” options since there was no real detail. Adding these new options just created more confusion which Lochmueller seems to thrive on. People asked where can they find more details? Will their home now be in one of these paths. The two routes to the east apparently go through low lying wetlands and areas that often flood while the option through town would by far be the most expensive. Again, most people at the meeting reiterated their preference is no Mid-States Corridor and just make the improvements on the existing US231. Any new terrain highway through Loogootee and Martin County will result in property loss, people moving out, resulting in a lower tax base and hurt the economy, not help it. Loogootee will suffer the most as has the towns of Dale and Rockport when US231 was expanded in Spencer County. Finally, it is interesting to hear that while there were hundreds of comments submitted opposing the project and specific data and reasons it doesn't make sense to build a new terrain highway that bypasses Huntingburg and Jasper, there was absolutely no re-look at using and improving existing roads that make the most sense.

Mark"

<b>Cooper</b>	Karla	We do not need this in Martin County !! If Dubois County wants it so bad, take it through Ireland and Daviess County to hit I69 !! Or Pike County !!
<b>Wagler</b>	Darla	"I oppose any route making up the MidState Corridor simply because it is not needed-not needed Martin County. When I have attended the public meetings, I hear how Dubois County is congested with traffic, it is difficult for trucking firms to move their product. How about creating a bypass around the towns in Dubois? Governor Holcomb has allocated funds to widen 231 and add passing lanes that the bypass can tie into. I can not support a project that snatches up farm land, family homesteads, tax dollars that will be lost due to lost properties and above all else the hardship it will put on the Amish population. I believe the ACLU needs to be contacted on behalf on the Amish. All families in the proposed projected road, have not be contacted. Lochmueller Group does not understand the needs of the Amish community. This is not a Martin County problem so put it back on the Dubois County elected officials to figure out a route that benefits them but don't include Martin County."
<b>Graber</b>	Donna	"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.



		<p>I would like to see a more detailed description of plans to upgrade HWY 231 instead. It is my understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.</p> <p>The Lochmueller Group's latest offering of four different routes in the Loogootee area is unacceptable. P2 is the preferred route for Loogootee with restrictions. The other three routes are unnecessary, and would be a terrible disruption in the lives of so many. "</p>
<b>Decker</b>	Erin	<p>"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>We would like to see a more detailed description of plans to upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.</p> <p>The Lochmueller Group's latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p> <p>My home is in the direct path of the proposed route, as well as many others. You would be pushing people from their homes, jobs and land due to this un-necessary project just to shave a few minutes off of travel time and that is unacceptable. The amount of money to acquire the parcels would be astronomical on top of the money to build the road - it all just seems so unneeded to uproot so many people. Put yourself in the shoes of someone who has their land/ home taken for a road and think about the uncertainty in that. I personally think the Mid States Corridor would be a mistake.</p> <p>Thank you. "</p>
<b>Smith</b>	Amber	<p>"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>I would like to see a more detailed description of plans to upgrade HWY 231 instead. It is my understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.</p> <p>The Lochmueller Group's latest offering of four different routes in the Loogootee area is unacceptable. P2 is the preferred</p>



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		route for Loogootee with restrictions. The other three routes are unnecessary, and would be a terrible disruption in the lives of so many."
<b>Walton</b>	Julie	I believe the midstate corridor is not needed. It is a waste of money to save a few minutes of drive time. It will destroy homes, farm land, and wildlife. Where are people from Loogootee whose home are taken supposed to move to? There is no land to buy and people want to raise our kids in a small community that we grew up in. 231 could be updated with passing lanes. The routes proposed will all destroy homes and farm land. People from Dubois county would be complaining if it was their families home or families farm land in danger. Make the smart choice and fix the roads we have now or go from Jasper to I69 via north not south.
<b>Exline</b>	Melissa	"I am writing to you on behalf of my husband, mom and myself in regards to the Mid States Corridor P2 route through Loogootee. If this road has to come through Loogootee, a lot of people would be fine with it upgrading the existing highway that is here now, as long as it doesn't take out any homes or businesses. The projected routed shows that it would take out our home as well as my mother's. This is NOT acceptable, nor is it acceptable for any of the other home owners in the path of a whole new road. Please give us more insight on what the plans are if you choose to bring this highway through downtown Loogootee. Thank you for your time in reading this. Sincerely, Melissa Exline"
<b>Armstrong</b>	Nadine	"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through Martin, Dubois and Spencer counties.  We would like to see a more detailed description of plans to upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.  The Lochmueller Group's latest offering of four different routes in the Loogootee area, three which bypass Loogootee, is unacceptable. While P2 is the preferred route, we request comprehensive, detailed information with regard to the 231 expansion instead.  I own property in the Alfordsville area of Martin County, the selected P route. To date, the roads we have now are not maintained. How do you propose the maintenance for this new road be funded?"

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		<p>It would appear to be more advantageous to upgrade HWY 231 in the rural areas vs. putting in another highway so close to the already established HWY 231. As to the concern of city congestion, bypasses over the towns would be an option.</p> <p>Removing people from their homes, taking away family farms and toying with the environment in this endeavor is not the answer.."</p>
<b>Kluesner</b>	Andrew	<p>"I am a life long resident of Loogootee who works at NSWC Crane and travels to numerous places in and out of the county. I would like to better understand the improvements that could be made to US231 vs the expenses for creating a roadway around the town. For one, I do not believe this would be fiscally responsible, but I also believe the negative impacts to the town would be something it would never recover from. My homes' backyard view will become a roadway vs the 1000 acres of farmland I currently see. I own a commercial building and multiple apartment complexes that will be impacted as well.</p> <p>The benefits of going around town will be much more minimal than any impacts going thru town.</p> <p>I opposed any route not going thru town.</p> <p>-Andrew Kluesner"</p>
<b>Melchior</b>	Jeanne	<p>"The inclusion of several new variations to the preferred route in the Loogootee area of the proposed Mid-States Corridor clearly misses the point of the huge number of objections to this latest plan to construct yet another NAFTA highway through the region. In addition, the fact that there has been no demonstrated need for this new highway is clearly not being addressed.</p> <p>Tweaking the pathway the route follows would simply move the highway's path from one person's land to some other people's property in order to expand and to funnel goods from one end of the continent to another, while the profits from this funnel up and away from most individuals who live here. It wouldn't solve the traffic issues here, and wouldn't benefit the region in any meaningful way.</p> <p>There is no demonstrated need that a new corridor spanning several states is a necessity, especially since there are other interstates nearby to handle long distance traffic through the region. At this time, there is no reason to believe that routing trucks and other traffic away from the original US 231 would lead to safer streets in town. In fact, studies as well as observation of traffic in other larger cities, clearly suggest that the opposite would happen.</p>



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In addition, no demonstrable need of any kind has ever been shown for this project not in the current study nor in the several expensive studies done over the past 40 years. Historically, this has been a prosperous farming community every bit as much as a wood factory center, and to remain viable, these disappearing regions need to be kept free from development.

Who says that Jasper, the major town along the route should grow to a bigger, far-less manageable size at the expense of the entire region? Undeveloped rural areas like this one are just as necessary for the well-being of the region and of the state. In fact they are more necessary these days because we have lost so many of them already thanks to climate change and the depletion of natural resources they contain. That's an important issue that neither the current study, nor any of the previous ones have ever addressed. This highway plan reflects only the desires of a few individuals who would be enriched at the expense of destroying the many meaningful and priceless things which serve us far better than those things which only money can buy. The Amish aren't the only ones affected. There are many other farmers in the area who would suffer, as well as small business people in all of the towns along the route.

No, the problem is not just with individual routes, which simply determine which persons would lose their homes and quite possibly their livelihood as well. The problem is this: building a new highway along ANY of the routes would mean that the entire region would lose the most valuable thing we now have the relatively good quality of life available here.

Sadly, the current Bernardin-Lochmeuller study does not account for the things that would be lost if this highway were built, including the quality of life and associated destruction of communities along it. Additionally, it would lead to further destruction of priceless and important natural resources in a rapidly changing world. A good many of the people in the entire region live here because they value the amenities no amount of money can provide, things like a relatively safe and quiet, rural /small town ambiance and rural landscapes filled with a diversity of life offering both a livelihood for many as well as recreational and other possibilities that only these smaller off-the-beaten-path regions can provide.

It is perhaps under understandable, that Bernardin-Lochmueller would want to do another study as then they would stand to benefit from having another taxpayer funded

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study to keep people employed for a few more years, but that begs the question. Why do more studies when there is no demonstrable need?

The only sensible alternative is to stop any more wildly expensive taxpayer funded studies, and work together to create a better, more livable present and future for this region of Indiana. We need to fix the roads we have and protect, improve, restore the things that matter most: A safe and sane quality of life for all!--now and into the future. Sadly, that alternative has not been studied.

Jeanne Melchior  
880 Church Avenue  
Jasper, IN  
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Krista

"As a resident, parent, and teacher in Loogootee, the idea of creating the corridor with new terrain around Loogootee concerns me for many reasons, including the cost of the build, the impact this will have on our local economy and school system, the lack of need based on data, and the affects the road will have on our housing issues. The option of P2 coming through our town concerns me for the safety of our residents and the change of culture within our small town.

First, the cost of the build is ridiculous when you consider the situation our state is in, just to save the infamous "five minutes" that was described in a statement regarding the project. When you look at the options, it is obvious that P3 and P4 are poor choices unless the road will be built on pillars to go over the soft, wetland-type ground, not to mention the numerous cemeteries that would have to be relocated. Basically, we know these are too costly to even be considered, and the options are being included in the plan so that we can later be told that there were several options available and the best one had to be chosen. Most importantly, no matter what option is chosen, as an educator in Indiana, we know the lack of funds in our state is a problem. These children are our future, not the speed at which a semi can get product from Jasper, Indiana to an interstate. Indiana is ranked forty-fourth in the nation for teacher salary and thirty-third for per-pupil spending. Education in this state has taken a backseat when it should be the driving force for our decisions. The \$300 million budgeted for this project could be much better spent to help our department of education; our children! But, as I will explain more in-depth later, we know is project is being funded in ways that have been created by those pushing this project in order to benefit from it. Because of how it is being funded, I assume the money must be used for roadways. If that is true, then let's

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work to improve the current roads! The condition of I69 from north or south of Crane is concerning, not to mention the lack of concern about the slope of the hillsides along the interstate as you near Bloomington. The washouts and need for riprap speak volumes for the poor construction of the roadway, and when mixed with the need for the “dip” or “bump” signs, it indicates that we need to focus on what we have instead of constructing more.

In a 2017 article by WJTS, it stated that Normally road projects for highways and interstates are funded 80/20, with 80% being Federal funds and 20% being state. However, there is no additional funds for non approved road projects in Indiana due to a budget shortage, so without the RDA there is no 4 lane highway being built in Dubois County. The RDA provides for away that local funding, private and public, could be used to help cover part of that 20% normally covered by the state. There are no additional funds because of a budget shortage! Our state does not have the money to continue with a project of this kind and needs to focus on what we currently have instead of passing laws to change how upcoming projects are funded.

Next, we are a small rural town with our local economy revolving around farm operations. These local farms employ many of our residents and the farms help generate our economy. Small towns need local businesses to stay afloat and part of that includes farming operations. Right-of-way acquisition could also wipe out as much as 1,832 agricultural acres and upwards of 733 acres of “prime farmland” According to the USDA Agriculture Census, the Number of U.S. Farms from 1982 - 2012 declined at 14.9194%. Additionally, The Hoosier Farmland Preservation Task Force indicates that from 1978 to 1992, an average of 88,714 acres of farmland per year have been lost to other uses (Indiana Land Resources Council, 1999). Data from the 2012 National Resources Inventory indicates that from 2007 to 2012, approximately 52,100 acres of farmland in Indiana were converted to developed land. While the Corridor Project indicates that less than 2,000 agricultural acres and about 700 acres of “prime farmland” will be claimed, when will we stop claiming the farms? Farms. Family Farms. When is enough, enough? According to the 2017 Census, 96% of farms in Martin County are family farms, which means that the road would be taking away the livelihood of our local families. The data also shows that farm-related income dropped by more than 50% between 2012 and 2017. This is concerning for small, rural towns when more farmland is possibly going to be claimed. To directly quote the Indiana

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State Department of Agriculture, “Agriculture is a vital component of Indiana’s economic health. In fact, more than 80 percent of Indiana’s land is devoted to farms and forests. At the heart of Indiana agriculture is a desire to sustain Indiana’s resources while fueling economic growth throughout our state. Every 10 jobs directly related to agriculture supports an additional eight jobs in the state.” And now we are going to continue to claim more and more in order to connect another county to an interstate? Eliminating farms, eliminating jobs. I can’t speak for everyone but I enjoy eating and hope that one day, I do not have to eat only processed because we’ve eliminated most farms.

Additionally, our community struggles regularly to be able to offer housing and developed areas for homes to be built. Incoming residents often settle in nearby counties because of our lack of housing. Losing available land that could be zoned for development, in addition to losing about 160 current homes (causing displacement of residents) poses a problem in a county with a steadily declining housing market and an increasing cost to build, added to the lack of available land to relocate to. Not to mention, the number of residents that would choose to relocate due to having a major road now in their backyard, or leave our community altogether because of the project and/or lack of newly available housing options.

Again, as an educator, I worry about the effect the options within the corridor project could have on our local school system. In recent years, our enrollment has declined significantly. One of the leading causes is the lack of jobs and housing in our area for families. As enrollment declines, funding is cut. As funding is cut, so are programs, activities, and the ability to hire the needed help to keep our school running effectively and in a way to show improvement, growth, and to play the game that the state basically requires in standardized testing. As our school has to change what it is able to offer and our school rank and score decrease, incoming residents overlook us as an option for their children, which feeds into our declining enrollment. It’s a cyclic motion with the students and teachers taking the brunt of the impact. Our salary scale is already failing our teachers compared to the school systems around us and it needs \$300,000 to get caught up and be able to pay educators what they deserve in this area. I could teach seven miles to the west and walk in making \$10,000 more. Our school is struggling and cannot survive losing many more families. Eliminating the possibility of increased enrollment is harming not only my career but the future of our students and my own children.

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Additionally, if we look at the numbers alone, it is obvious that an additional road through our area is unneeded. According to INDOT, the traffic flow on Highway 231 from Haysville to I-69 showed 4,000-6,000 vehicles per day. The threshold of a four-lane road based on INDOT's Level of Service Handbook is 21,300 vehicles per day, making it more than clear that a four-lane road is not anywhere near necessary. Additionally, the traffic counts in recent years show a decrease since the opening of I-69, making the need for a four-lane even less when the amount of traffic is decreasing.

Also, when you look at what our town has been working towards to improve our small city, it is alarming to think that all of this could be a lost cause. If P1, P3, or P4 take traffic around our town to save those five minutes, travelers that would normally be driving along the cross-country U.S. 50 or U.S. 231 that intersect in our town would be taken around our town, taking their business with them. We often see travelers headed to Holiday World or French Lick, Indianapolis, West Boggs Park, or Amish Country. Our small town is full of fast food establishments and gas stations that employ our local residents, and provide services for travelers. If P2 comes through our town with the possibility of widening the roadway, historic buildings, family-run businesses, and projects completed by the Beautification Committee would be destroyed, and completely change the culture of our community. In addition, P2 coming through our town would increase the possibility of crime and affect the safety of our community.

Now, after explaining numerous reasons why I feel this road is unnecessary, please allow me to be frank about the topic. This roadway is being constructed due to an ulterior motive. According to articles printed about the roadway, "The 2017 passage of an Indiana Senate bill authored by Senator Mark Messmer and then-Representative Mike Braun allowed the creation of public-private partnerships and regional development authorities to leverage federal highway funds for major infrastructure projects. Through the new bill, Dubois County has partnered with Spencer County to create a regional development authority to work on the Midstate Corridor and acquire federal FASTLANE dollars." That's right. A law was created by two Jasper business owners to allow a new method of funding major highways. Meyer Distributing, owned by Mike Braun, is currently striving to beat Keystone Automotive Operations, the leading distributor and marketer of specialty automotive equipment and accessories in North America. His

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biggest struggle is the speed at which his semis can get product out of Jasper, Indiana. In 2010, I was a member of a company party at Meyer Distributing and witness to Mike Braun telling his employees that the company had become second in the rank of auto parts distributors and that they would be number one! In recent years, at least twenty delivery trucks leave his warehouse a day, loaded with thousands of dollars worth of product. For someone competing for that number one status, saving those “five minutes” that seem frivolous to us is huge to him. Let’s do some quick math: five minutes with every truck times twenty trucks a day, 6 days a week, 52 weeks a year. That’s going to account for a huge difference in his business, but at what cost for Martin County residents? If this is starting to sound far-fetched, take a look at the map of the proposed plan found on the Mid-States Corridor website. The roadway would be constructed just east of Cathy Lane where Meyer Distributing is located. Exit ramps are not on the proposed map, but I would bet that we can plan for one to be accessible to Cathy Lane. In addition, the road just misses the corner of Sultan’s Run Golf Course (owned by Mike Braun’s brother, Steve Braun) which has a large expansion project planned. Lastly, follow the proposed roadway north on the map and you will notice that it misses Braun homes and property. As a teacher, I teach my students to support their answers with evidence, so allow me to include a quote for you. “In a statement to the Courier & Press, a spokesperson for the Mid-States Corridor pointed to the “core goals” of the project, including making it easier for trucks to get through the area; better connecting small communities to main thoroughfares like I-69; and improving accessibility to “major business markets” such as Jasper. Reducing travel times is a secondary goal, but according to the impact statement, route P would only shave off about five minutes on a trip from Jasper to Indianapolis. Utterior motives. As I explain to my own young children and my students, we cannot all have everything that we want. Building or expanding a road just to satisfy the need of one county or one town is nonsensical when it comes with this price tag. Mike Braun has called for cuts to the U.S. budget, saying that the U.S. has a spending problem. I would like to know how a \$300 million project can be justified just in order to save an everyday traveler (without a goal for their locally owned business) five minutes on their trip.

In conclusion, I believe the phrase, “Follow the money.” No matter what reasons or justifications we can make, Mike Braun is going to do almost anything he can to make this happen in order to benefit his company. I just ask that those reading the letters and statements by residents of areas that will be

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<b>Mason</b>	Marian	<p>affected negatively by this project please be read, heard, understood, and felt. Enough is enough. It's time to say "no" to this project that is going to benefit the wealthy politicians of our state. If the phrase rings true, then at least say it is time to rethink how it can be done in a way to make the smallest impact possible on our town and its residents."</p> <p>"I oppose a new terrain Mid-State Corridor as stated in my previously submitted comment. I support improvements to the existing 231.</p>
<b>Lowe</b>	Julie	<p>Should the project be approved, I would prefer alternative P2 to be implemented. P1 heavily impacts agriculture, Amish and puts development further from the city infrastructure. P3 and P4 would negatively impact wetlands, and wetlands provide key functions such as flood control and water quality.. These routes would also be extremely expensive as a result."</p> <p>"Hello, I submit this comment on the Mid-States Corridor Refined Preferred Alternative P. I think that the project is unnecessary, and I would rather see the money spent to improve existing infrastructure through the region, like U.S. 231. The Mid-States Corridor Highway project team put out a revision to the Preferred Alternative P route, which was identified as the project's top choice last year in the Draft Environmental Impact Statement (DEIS). During the comment period for the DEIS, local residents expressed their deep concern AGAINST another new terrain highway cutting through this area of southern Indiana. Concerned citizens identified the "no new terrain" alternative, which called on INDOT to invest in improving existing U.S. 231 that runs parallel to the proposed highway, rather than spending millions on new construction.</p> <p>INSTEAD of addressing these widespread concerns, the revision merely proposes three new alternatives for the route directly adjacent to Loogootee, two of which are still entirely new terrain. This is not a proper response to public outcry, to completely ignore what so many residents in this area has submitted to the project leaders, Legislators and to Governor Holcomb is a sham.</p> <p>The Mid-States Corridor is an unwanted and unneeded highway. The proposed new terrain construction is a major threat to existing forests, wetlands, and farmland, plus all of the people and wildlife that depend on these natural areas.</p> <p>I do not support NEW TERRAIN CONSTRUCTION! I support the No Build option.</p>

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		<p>Julie Lowe, Executive Committee Chair, Sierra Club   Hoosier Chapter From Lawrence and Orange Counties originally and now I live in Columbus, IN"</p>
<b>Breedon</b>	Bobbi	<p>"I am a Martin County resident, residing south of Loogootee city limits. I am strongly opposed to the construction of a new terrain highway through out our counties.</p> <p>Highway 231 could be expanded and upgrades made WITHOUT taking away homes, farm land.</p> <p>It is our understanding that funding for expanding and upgrades to the existing 231 has been allocated.</p> <p>Sincerely,</p> <p>Bobbi BREEDEN 7280 Bledsoe Lane Loogootee IN"</p>
	Meredith	<p>"The corridor as a whole is not necessary. Why build a brand new road when the ones that we currently have (hwy231) have pot holes, washouts, etc? Why can't we get those things fixed instead of building a new road? Travel time would more than likely be cut down if the already existing road was fixed making it unnecessary for a new corridor.</p> <p>Also, the big wigs that are pushing for this new corridor, I would love to see statistical data showing how many acres and acres of land they are giving up if the current corridor path was put into place. I'm sure they would not be happy if someone came and took their land that was passed down generations. Or, data on those that are for the corridor that it will be within eye shot of their view from their home. Or, data on those that are for the corridor that have land that will be split by the proposed corridor.</p> <p>I live within the path of this corridor and not once has someone come to my door and personally talked to me about this corridor and gotten my opinion on this. It would be appreciated if someone would at least look like they care about the well being of the people that will be affected by this corridor. You might find that the ones that are against this corridor might have great ideas on a path forward that would reduce travel time, increase small town business, and even boost morale of those small towns. Instead of throwing a plan out and saying "this is happening and you can't do anything about it" why can't the ones for the corridor just slow down and take time to listen to those that are affected? "</p>



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Zins	Alicia	<p>"To whom it may concern, regarding Mid States Corridor: This letter is in opposition to the Mid-States Corridor P1, P3 and P4, New Terrain Corridor. If there truly needs to be a new corridor I only support the P2 route. Any other routes bypassing Loogootee are completely unacceptable. P2 is the preferred route for Loogootee with restrictions to ensure Loogootee can grow economically to provide more benefits for the current and future residents, as well as to maintain its small town, southern Indiana charm and agricultural roots.</p> <p>My name is Alicia Zins. I grew in Loogootee, IN and currently own property in Daviess County. I have many family members living and farming in the area as well. I vehemently oppose the construction of a new terrain highway through the counties of Martin, Daviess, Dubois and Spencer. It is extremely disheartening to see this part of our state be subject once again to desecration of farmland, wetlands and forest. Many of the owners of these lands use the land for their businesses and livelihood. You would not tear down a row of factories, why would you destroy land that is producing food for our nation. I am also extremely disappointed that the concerns and questions I submitted in the first comment period were not addressed in the current update as was indicated at the live meetings in 2022. To add more paths in the same area does not address the concerns in my letter and many others. The citizens that took time to write letters and attend meetings have been completely ignored, which is also unacceptable given the fiduciary responsibility of our government officials and expectations of corporate citizenship of our state's businesses.</p> <p>I strongly request more transparency on this project. I demand that you provide a more detailed description of plans to upgrade HWY 231 posted to the website. (The funding for this project has already been approved and work was to start in 2022). Are funds already appropriated being diverted to this project? If so, I believe that would be not only an ethical violation but possible criminal. Those previously approved plans to upgrade HWY231 had been allocated approximately \$75M and the cost of this project would be approximately \$1B. Again, I demand to see a justification for an additional \$25M spend, i.e. a comprehensive, detailed report with regard to the 231 expansion, not the building of a new terrain corridor. Lastly, I implore the government officials involved in this process to look at the needs of the rest of the state. Is a \$1B spend in this part of our state with very low traffic counts the best use of funds? In driving through Franklin Township in Indianapolis, IN alone, the narrow roads and continuous pothole driving is completely ridiculous. Many roads should just be turned into gravel roads since the potholes only</p>
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get bigger and bigger. Many of these roads, such as Five Points and Carroll Road have as much or more traffic than 231 through Loogootee, Indiana. Residents in these areas are begging for improvements but instead we have groups focusing on building roads where residents completely oppose it. Thank you once again for considering my preference for P2, if a route is truly needed in addition to the already approved 231 expansion. This part of the state of Indiana is truly a treasure and it can be preserved and still become a viable economy and labor force for Indiana. If you have any follow up questions please contact me via email at [aliciazins@gmail.com](mailto:aliciazins@gmail.com).

Sincerely

Alicia Zins

Appendix my first letter (June 2022) with questions/concerns not addressed

June 12, 2022

To whom it may concern:

This letter is in opposition to the Mid-States Corridor, preferred Alternative Route P western bypass.

My name is Alicia Zins. I grew up in Loogootee, IN and personally own property in Daviess County directly impacted by the Mid-States Corridor Route P western bypass. Since I was a child, I have been engaged in our family business. As a teenager I worked at a restaurant in town that was packed Thursday thru Sunday with out-of-town customers. Many frequented the restaurant every weekend during their stays at West Boggs Lake. In addition, many first time-visitors to Loogootee for fun at the lake or for basketball and baseball games would also visit the restaurant noting it as they were driving thru Loogootee. Once they ate at the restaurant they came back again and again. Highway 231 is the lifeblood of the town of Loogootee and Martin County. Any new route in this area should include growing the town of Loogootee and Martin County, not cutting it off from outside travelers. It is a very welcoming community and those that visit come back and frequent more businesses, including the Amish communities purchasing cabinetry products and fresh produce.

This specific western bypass of Loogootee negatively impacts our businesses and would force some of them to relocate outside the city limits. These businesses have also been passed from generation to generation just as the Dubois County businesses requesting the route. Many Loogootee and Martin County citizens work in Dubois County and support Dubois County businesses as well. Good corporate citizenship utilizes a company's core competencies to benefit the community as

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much as to sustain the corporation. Relationships must be built on shared goals and contribute to community sustainability and corporate profitability.

Do these businesses (including Lochmueller Group) not support corporate citizenship?

Where is their commitment to the environmental, social and governance priorities? Specifically related to environmental priorities, how can Lochmueller Group and the Dubois county businesses that rely on raw materials from the earth support a new road that eliminates those raw materials, moreover, one that traverses existing Hwy 231 at multiple locations?

Land is NOT a renewable product. Our family and many of our neighbors learned from coal mining in the area that it takes generations to rebuild soil structure in order to produce yields once recognized prior to the mining. Often, it never recovers. This area is as valuable as the Hoosier National Forest to our environment which led to routes M and O deemed not viable. Furthermore, I do not believe that any more agricultural businesses should be sacrificed for roadways. It was so disheartening to see the construction of I-69 thru southwestern Indiana destroying prime agriculture properties (crop and forestry lands). Between the pandemic and the war in Ukraine, it is clear from a global perspective, we desperately need crop land and animal production preserved. My family's agriculture business was called upon during the pandemic to ensure they would be able to still produce for the beef industry.

Some may feel this project is similar to the construction of I-69. However, it is not. Connecting the city of Evansville, IN (our third largest city with 2 universities) more directly to Indianapolis, IN is beneficial to the overall economic growth for the state of Indiana especially all businesses in southern and southwestern Indiana and luring companies such as Toyota to the area. I can also understand the need for businesses in Dubois County, especially semi-truck traffic, needing a quicker and safer route around Jasper and Huntingburg to avoid the developed areas near those cities. Why are these businesses not looking at other solutions related to typical trucking practices? Other companies are utilizing autonomous technologies for their shipping or they begin shipping after rush hour. They do not develop special laws forming special groups and ask for a new road; potentially destroying towns and homes. They develop solutions on their own and ones that might even help the communities where they travel. The impact statement mentions avoiding the developed areas around Huntingburg and Jasper. However, a bypass around Loogootee is in direct conflict of developing the economies in that area. The current 231 highway through Loogootee brings customers from even smaller towns and the secular Amish

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community around Loogootee for groceries, medical care, banking, and fueling. Many of these smaller towns in the area are void of drugstores and grocery stores. This new road would make it virtually impossible for the Amish community to safely access the businesses in Loogootee. Drawing the populations surrounding Loogootee to our businesses ensures those resources are viable and can continue in supporting the strong agricultural businesses that are the primary property tax revenue producers in the area. The tax base will decrease not only for Martin County, but also Daviess county. Roads do not pay property taxes nor does the Crane facility or state forest areas.

In your impact statement, you also indicate the need for Dubois County residents to gain quicker access to Crane for employment. However, Crane has always drawn on Martin and Daviess Counties for employees. Many engineers and those in tech careers have returned to the area after college to work at the Crane Naval Weapons Center (Crane). Loogootee Community Schools have invested in a STEM program to promote those careers, specifically due to engineering needs in our local employer. Specifically, Loogootee High School, in cooperation with Crane has developed a “Ready Schools” Initiative for those students that wish to enter the workforce out of high school into a tech career at CRANE NSA. Jasper has one of the lowest unemployment rates in our state. It is not plausible to say Dubois County is future supplier of employees at Crane. If anything, Bloomington, IN would have the better chance of attracting future employees of Crane. With that in mind, Dubois, Martin and Daviess county businesses should work together to promote traffic to our region and work with the school systems to ensure we are creating the talent we need to fuel our growing businesses and grow the communities closer to Crane. The impact statement also mentions avoiding West Boggs Lake, obviously. This park was quite a gem in the 1970’s. It should definitely be considered for upgrading its current condition to draw future employees of the Naval Weapons Center. It can be positioned as less crowded lake than the lakes of Monroe County and even Patoka Lake, more family friendly but also a less expensive option for lodging for those that wish to enjoy French Lick activities.

In reviewing the impact statement and researching the 30 year history regarding a bypass need in Dubois County, below are several questions:

- 1) In 2021, Governor Holcomb announced that significant improvements to US 231 in Dubois and Martin counties would begin as soon as 2022 which includes added travel lanes, passing lanes and intersection improvements.
    - a. When will these improvements begin?
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- b. Where are the travel and passing lanes to be placed?
  - c. Where are the intersection improvements?
  - d. In Loogootee could a roundabout approach be utilized at the T intersection?
  - e. In Loogootee could the Y intersection be adjusted to allow for traffic heading north and south bound be the primary, i.e. traffic coming from west would be stopped.
  - f. How can INDOT consider this Mid-States corridor project until a fully new study is completed once these improvements are made, as well as the impact of Interstate 69?

2) Traffic data studies have been performed in this area over this 30 year period and reviewed by INDOT. INDOT has continuously responded to this RDA group and its predecessor groups that the traffic counts in no way meet the standard for any type of upgrade. In addition, Jasper has continued to increase traffic impediments well above a reasonable level for a city of that size and population as stated by their own Mayor. A proposed by-pass for Jasper maybe the appropriate solution for Jasper; however, that is not a solution for traffic concerns in Loogootee. There are many different communities in this proposed route and those communities have different needs. This cannot be a one size fits all type project.

- a. Have these increased impediments been approved by the authorities in Jasper and Dubois county to force the Mid States Corridor agenda of these few business owners?
- b. Why is a Loogootee bypass even a consideration, when your biggest time saver would be the Jasper/Huntingburg bypass?
- c. Can INDOT once and for all squash this meritless push for new road that would only support the needs of a few privately held businesses based upon the traffic data alone?
- d. Doesn't INDOT have a fiduciary responsibility to all citizens of the state to ensure their monies are spent in areas that are in most need and ensure all types of vehicles that are utilizing public roadways are safe, i.e. agricultural equipment, including those of companies such as Premier Ag and those of secular communities such as the Amish and their horse drawn carriages?
- e. Why have these businesses not expanded closer to Interstate 69? Toyota did not build its plant in Jasper, it chose a location that already had appropriate roadways. Numerous businesses are expanding along interstate 65 south of Indianapolis and north in Lebanon, IN. They again are not asking for a government hand-out to fix their logistics issues.

3) In the last 10 years, this group of businesses and government officials have renamed themselves at least 3 times. Ultimately the RDA for Mid-States Corridor was created and appointments

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were made by our state leaders. However, this group does not consist of a representative for all areas affected by the proposed routes and there is a “buy-in” amount to be considered.

a. In reviewing the RDA website, the financial information is not current. The last time statements were produced were 9/30/2021. In addition, those financials are not audited only a compilation review was done by a local firm in Huntingburg, IN. As of that period, the RDA is in a net loss position, as the funds are being utilized. Where is the annual statement for 2021? Where are the first quarter financials for 2022?

b. It seems this group was created specifically for issues with Highway 231 in Spencer and Dubois County. Once this group broadened to consider impacting Martin and Daviess counties, why were there no appointments to RDA from Martin or Daviess counties or ordinances from Martin or Daviess counties and/or their cities related to RDA?

c. In the 2020 annual report, the notes to the financial statements mention that RDA will provide contributions of \$7,000,000 but there is no schedule for the contributions. If this group is appointed by the government there needs to be more transparency to the communities impacted. Where can one find a list of the donors to RDA and their contribution amounts?

d. Each of these members signed an Oath of Duty What those duties? Where can one find the list of their duties?

e. There have been two meetings in 2022 Feb 4 and May 6. Where are the minutes from those meetings?

4) In reviewing Chapter 5 Comparison of Alternatives in the Draft Environmental Impact Statement, it appears that the manner the goals were set and data was analyzed was to ensure the study would meet the needs of the businesses supporting the study. Having set the highest priority on goals of saving time and money is not always the best course of action. If that were the case there would never be any medical discoveries.

a. How can the weighting of the categories and goals be set when NOT all communities affected by the options are represented by the RDA?

b. How did you determine the comparison process for the routes? In the impact statement, there was no baseline and comparisons were made between route P and M then routes B and C. There was no consistency and seems to be cherry picking on which performance goals were compared to route P.

c. How can you include Crane in your Core Goal 7? Crane already has prime access to I-69.

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d. For the sum of time savings in alternative P, what is the time savings broken down by area, i.e. what is the time savings from the starting point south of Huntingburg to north of Jasper at 47th street or 400W? What is the time savings from Alfordsville to West Boggs Lake? What is the time savings from West Boggs Lake to I-69? Please show this break down in a comparison view i.e. travel time today versus travel time with your proposed route P.

e. Given the low unemployment rates in the area, it appears that labor force access to Core Goal 1 is not valid. Where are the labor forces coming from to access Jasper, Crane, Washington, etc?

f. Also related to Core Goal 7, why are the Jasper companies accessing major rail, air transportation in Indianapolis would it not make more sense to access out of Louisville? Memorial Hospital in Jasper, IN sends majority of critical stroke patients to Louisville.

g. Why wasn't the route from 64 south of Huntingburg west to Co Road 900 East (Velpen) to 257 to Interstate considered? This route travel time is virtually equal to current 231 from Huntingburg to Crane.

h. Why was route C not identified as the preferred route? It increases connectivity to Washington which provides access to a larger town (i.e. labor force). The only performance matrix that it lacked was time savings which was NOT a core goal. Route C also has LESSER impact in the following areas; environment, right of way taken, historical sites, special lands, forests, rivers, streams, noise, agriculture (general and prime farmland), endangered species, displacing residents, businesses and managed land.

i. Why can you not provide all 28 routes considered? Lastly, the current 231 is not failing from an INDOT perspective, there are numerous roads across the state in dire need of upgrades and significantly more traffic every hour than 231. Many local municipalities need monies for city streets as well to remedy such issues as large potholes, narrow roadways and bridges for more efficient and safer school bus travel. As mentioned above, it is a fiduciary responsibility for not only INDOT but all citizens in this state to ensure monies are spent appropriately for the good of all not just a few.  
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**Lyon**

**Brant**

This Corridor is NOT needed and a gross misuse of taxpayer money. All we need is highway 231 upgraded. The highways we already have are not being upkept so we don't need another one. It's also wrong to take farmland that has been in a family for decades and put them out of business late in their lives to waste it on an unnecessary highway.



<b>Tedrow</b>	Charlie	No new terrain roads. Upgrade 231 with the allocated funds that were already earmarked.
<b>McBeth</b>	Cindy	We do not want or need another interstate or People's property to be lost. Fix the roads we have now. No one wants this new corridor and they don't want to lose their property.
<b>Armstrong</b>	Lisabeth	NO NEW TERRAIN CONSTRUCTION! Listen to Indiana residents, their voices should be heard! People don't want a new highway, the money needs to improve existing highway 231.
<b>Smith</b>	Mike	I have written before with my suggestions to limit the impact of the Mid State Corridor routing on families and businesses. While I agree this Corridor is needed for the future economic development of this area, I fail to see the need of completely bypassing Loogootee. In my last email I suggested strategic passing lanes both south and north of Loogootee would save about as much of the desired time along the route while having the least impact on the small businesses in town as well as the many families who would lose their homes and a good part of their farms. But with the latest published variations I see a major impact to my family and my two son's families. Variation P3 would most likely result in my youngest son at 1033 Pleasant View Lane, my oldest son at 1074 Pleasant View Lane and my wife and I at 796 Bellgrade Dr, all losing our homes. But not only our family but many others as Variation P3 would result in the loss of the most homes of the 4 variations presented. I still think that strategically placed passing lanes and synchronized and/or traffic controlled stoplights would save time on the south to north route while having the least impact on local families or businesses. With the loss of 3 homes in our family, it would be devastating. Same as a tornado coming through without the wind.
<b>Risacher</b>	Stephen	The majority will sacrifice and suffer to benefit the powerful minority if the Mid State Corridor goes through. Contact your representative, if they are for the corridor...VOTE THEM OUT.
<b>Steiner</b>	Katelynn	"Hello, Thank you for taking the time to read this. I am highly concerned with this project and many others just like it. Why do we need to build a new road when there is a perfectly fine road that can be widened? Why do we need to displace families from their homes? Why do we need to waste more farm ground? These may seem like minor things right now but in the big picture they are major things. If we continue to waste away farm ground where are we going to get our food? Where are these farmers going to make up the lost income? We can't just create new ground. If we continue building highways everything someone wants to save a few minutes drive time then we really won't have any ground left at all. A lot of these farms have been in these families for generations. By widening



		<p>the already existing 231, this will decrease the amount of homes and farmland disturbed but still accommodating both sides of the debate. What everyone really needs to stop and think about it this future generations and the impacts it will have on all of these smaller communities.</p> <p>Thank you, Katelyn Steiner "</p>
<b>Ader</b>	<b>Donna</b>	<p>"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>We would like to see a more detailed description of plans to upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion Dollars!!</p> <p>The Lochmueller Group’s latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p> <p>Thank you for your consideration Donna Ader"</p>
<b>Sullivan</b>	<b>Megan</b>	<p>"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>We would like to see a more detailed description of plans to upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion Dollars!!</p> <p>The Lochmueller Group’s latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p> <p>Thanks for your consideration Megan Sullivan"</p>
<b>Ader</b>	<b>Nicole</b>	<p>"I am a Martin County resident who is vehemently opposed to the construction of a new terrain highway through our counties.</p> <p>We would like to see a more detailed description of plans to</p>





		<p>upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion Dollars!!</p> <p>The Lochmueller Group’s latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.</p> <p>Thank you, Nicole Ader"</p>
<b>Williams</b>	Amy	<p>"Sharing my personal feedback that we don’t need this corridor! Fix the roads we have and stop blowing money! If it’s that important add in passing lanes like on 50 and call it a day! Stop stripping people of homes and land!</p>
<b>Harker</b>	Logan	<p>Thank You"</p> <p>P1 is the least objectionable option. The majority of locals would not endorse any of these options. The people living in the Loogootee area strongly prefer a no build option. Eastern options require the destruction and disruption of many households and businesses and P1 would do irreparable damage to the Amish community. Any build is unacceptable.</p>
<b>Guy</b>	Trevor	<p>"I strongly oppose RPA-3. RPA-3 would cut through a developing rural neighborhood. This would be detrimental to Loogootee and the citizens who have set roots to this new neighborhood. This neighborhood provides a rural living setting for citizens seeking a wonderful rural lifestyle for their families. If I had to pick a choice from the four variations - I would pick route RPA-2 with RPA-1 as the alternate. "</p>
<b>Divine</b>	Rheta	<p>Please do not build this road. Upgrade 231 with a few passing lanes and that will save about the same amount of time as a new route would. I can’t understand taking people’s land to save such a minimal amount of time. This would also make Loogootee a ghost town with travelers bypassing our small town.</p>
<b>Ferguson</b>	David	<p>Just modify the existing 231 with run arounds at intersections. I do not know any person that wants this road! Cannot believe that the road has made it this far in planning. Why don’t we put this on the ballot in the counties that the construction will disrupt for the next election to see what percentage of people actually want this road. Seems only the elected officials want this road, not the citizens of the counties that will loose land!</p>



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**Greene**

Adam

"Hello

This message is in opposition to bypassing Loogootee. As a resident, business owner and Martin county councilman, I think utilizing the existing 231 (with upgrades) from Haysville to Crane would be the best route for property owners, Loogootee businesses, along with Martin county and Indiana tax payers.

Martin county is already made up of close to 50% nontaxed property with state, federal and classified forest. Not included in this number is the thousands of acres without structures of hunting ground owned by out of county residents that gets taxed very little. Much of the ground left is not very suitable for developing due to the flood plains and the terrain. Taking homes for a new road would hurt the county's property tax income even worse than it is as many of those structure will not be relocated in Martin county. Being on the council I see how tough it is to run the county with the limited funds that we have now.

I am a Shoals resident, but own rental properties in Loogootee (Martin and Daviess county), also my main business is in downtown Loogootee along 231.

From the hundreds of Martin and Daviess county residents that have approached me(as a business owner and councilman) about the corridor it has been overwhelmingly in support of using the existing roadway and not adding a new road,

From talks with other county officials it seems that we have not been very informed on the project. Maybe a meeting or more communication with county and city officials would help with some of the confusion and possible misinformation being spread through the communities.

As a council member I feel that I need to help speak for the taxpayers and work for the best outcome for the future of Martin county.

Thank you for your time and consideration

Adam Greene  
Martin County  
812-709-0759

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**Bauchat**

Marilyn

"Thank you for reading my comments on the recent proposals for the Mid-States Corridor.

I don't understand how Alternative P can be an acceptable choice for a new "corridor" since all of the alternatives

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continue to disrupt wetlands and other wild areas, not to mention farm communities and their travel patterns. It appears the impact of this unnecessary project will have a lasting negative impact on Indiana’s wildlife that depends on contiguous corridors of natural areas for their existence. The economy of the town of Loogootee is another concern.

I believe this project fits the description of “wasting infrastructure funding on damaging and unnecessary road projects. Indiana needs to invest in transportation solutions that will reduce our dependence on automobiles and that require cost and environmental benefit studies and up to date transportation forecasting models. Just imagine if the money for Mid-States Corridors was spent on upgrading our existing roads and adding mass transit! In recent polls most Americans agreed that we should fix our existing roads before building new ones.

I would like to know who will benefit financially from this project that adds new infrastructure and disrupts the environment, quality of life, and longtime residents. livelihoods.

I support the “No New Terrain” option. Indiana should spend its funds on repairing what we already have, providing charging stations along routes, and providing alternatives for transit that will enhance Hoosiers’ quality of life in the future.

Sincerely,

Marilyn Bauchat, Sierra Club Uplands Network Chair,  
Bloomington, Indiana  
"

<b>Osborne</b>	Andrea	Have you considered fixing the roads we already have? What is the projected crime rate going to look like if you do put in the corridor? Making travel faster and easier for “businesses” also makes it faster and easier for sex trafficking. Which businesses are you looking to promote? If I absolutely have to pick a route, I pick P1, but I would rather that you do not build the corridor at all. This whole proposed plan has done nothing, but stress out the locals who actually live, and commute through the area everyday. I hope your mega-road is worth destroying families lives, and breaking up the small town ways we have held. Thank you for your time and consideration.
<b>Smith</b>	Karen	The revision to the Mid-States Corridor Highway project proposal does not address any of the concerns I expressed in comments submitted May 31, 2022, in support of the “no build alternative” as being least destructive of homes, farms, forests,




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	<p>wetlands, and wildlife habitat. Of the three new alternatives proposed by the project team for the route adjacent to Loogootee, two are entirely new terrain. This is a completely unnecessary project that will tear up more land when INDOT could instead make improvements to U.S. 231 with far less environmental impact and expense. I do NOT want my tax dollars to fund such wasteful and destructive projects.</p>
<b>Grant</b>	<p>Gregory</p> <p>"Thank you for the opportunity to submit my comments on the recently revised proposal for the Mid-States Corridor Project.</p> <p>Fundamentally, I don't see that any of the Alternative P routes are acceptable choices for a new "corridor" since all the alternatives currently being considered continue to disrupt wetlands and other wild areas, as well as Hoosier farm communities and their travel patterns, for no significant benefit to Hoosiers in general. For example, it is apparent to me that the proposed project, including all of the routing alternatives presently under consideration, would have lasting negative impacts on Indiana's wildlife that depend upon contiguous corridors of natural areas for their existence. The economic impact of essentially bypassing the town of Loogootee is another concern.</p> <p>In my view, this project as proposed would be wasting precious, scarce Government infrastructure funding on damaging and unnecessary road projects. Indiana needs to invest instead in transportation solutions that will: (1) reduce our dependence on polluting internal combustion engine powered automobiles and trucks, and (2) require cost and environmental benefit studies up front, utilizing up to date transportation forecasting models. Rather than spending the infrastructure money as proposed for the Mid-States Corridors project, Indiana should consider the possible benefits of spending the money instead on upgrading our existing roads, including adding electric vehicle charging infrastructure and mass transit! In recent polls an overwhelming majority (79%) of Americans agreed that we should fix our existing roads before building new ones.</p> <p>Since the benefits appear to Hoosiers in general of the proposed Mid-States Corridor Project appear insignificant and the direct and indirect environmental, economic and community costs of adding new roadway instead of upgrading the existing roadways appear extremely costly, both in the near-term and even more so longer-term, I would like to know who specifically is expected to benefit economically or financially from this proposed project and by how much.</p>

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		Presently, I strongly support the “No New Terrain” alternative, since this alternative would assure all Hoosiers that Indiana would be spending its funds on repairing what we already have, providing rapid charging stations for clean electric vehicles along existing routes, and providing alternatives for clean transit systems that will enhance Hoosiers’ quality of life in the future.
		Thank you again for the opportunity to provide my comments on the Mid-States Corridor Project, as presently proposed. "
	Vince	I would like to show support for the P1 route.
	Karmen	We are a family with a severely disabled son. We worked and saved all that we had to move our son more out into the country where he would be safer and have a better quality of life. He has Down Syndrome and profound autism which leaves him medically fragile and non verbal. He requires 24/7 care. He is at great risk of wandering and accidents. To simply move to another home or neighborhood is not possible in our situation. Our financial investment in our home, for our kiddos but especially our son with disabilities, would never be compensated by the state. We would lose all we have invested and our son would be put at risk. Most people have mortgages on their homes/property and some people have used their home, property and farms as collateral for other loans. To be forced to sell their property for another road that we do not need would devastate these families and small businesses. It would devastate families like ours who have very special and critical needs. The overall consensus in our area is that we do not want nor need this corridor. The harm and damage that it will do to our community and our citizens is more important than the profit driven agenda of the few, outside our community, that are pushing this.
<b>Graber</b>	Ethan	It is going to ruin rural locations and farms. Upgrade and fix roads we already have we instead.
<b>Bookwalter</b>	Mary	"To Whom it may Concern, This 6th generation Hoosier adamantly opposes this destructive wasteful and unnecessary project cooked up by my well to do fellow German Americans in Jasper. This entire project reflects the self interest of a very narrow group and absolute disregard for our natural heritage. forests rivers rare animals like the lake sturgeon in his last spawning ground. Route P! My opposition is fully and completely better expressed in the comments submitted by the Indiana Forest Alliance. This new Terrain Highway is a financial high jacking of the



		Administration' s highway bill which is dedicated to repair and upgrade our"
<b>Bookwalter</b>	Mary	was not quite complete. inadvertently sent. enough though. sick of INDOT destruction.
<b>McAuliff</b>	Ed	"Regarding the proposed alternative routes to bypass the city of Loogootee some items must be considered. Many times, I have driven around small towns because the new road is a bypass. When I am fortunate enough to not take the bypass, I see these towns have virtually turned into ghost towns. Building the proposed Mid-States Corridor from Haysville to I-69 near Crane would truly do a disservice to the people of Loogootee and Haysville and all points between. Money already appropriated by the state for improvements to the existing US Highway 231 would serve this area far better. If the Mid-States Corridor is supposed to enhance the area, then the target would surely be missed. As Loogootee Mayor Noel Harty stated, "There's no pro to it". I mean, we're trying to be positive and open-minded, yet be aware of the repercussions of such a road coming through our community. This project does not fairly represent or reflect the wishes of the majority of the citizens that elect the state officials to represent them. This road would destroy hundreds of acres of valuable farmland and displace over one hundred residences. The money that would be spent to build this road represents fiscal irresponsibility by the state and a severe detriment to the citizens affected."
<b>Dearwester</b>	Casey	I am not in favor of any of the listed alternatives.
<b>Dearweister</b>	Jenny	I am not in favor of any of the listed routes.
<b>Carrico</b>	Grant	I am against the proposed Mid-State Corridor. I believe instead upgrades and additions such as passing lanes should be done on 231 to allow for increased efficiency and safety while also minimizing the impacts on our local communities. If the Mid-States Corridor were to follow such a route then something along the lines of P2's path would be the best option. This would prevent the creation of a new road which would impede local Amish traffic, such as P1, and also take out many peoples homes and thousands of acres of prime farmland.
		Comments were mailed during the RPA P comment period to the VUJC Project Office in an envelope with no name or return address. The document, also available in Appendix NN shows the 95 questions/comments contained in the document.
<b>Ader</b>	Brian	Mr. Ader mailed the attached document to the project office during the comment period for the RPA P. It contains the signatures of 820 people with the cover message that explains the signees are opposed to a new terrain highway in Loogootee and Martin County.



<b>Chandler</b>	Jim and Karin	<p>First of all, I really don't believe there is a need for the mid states corridor in southern Indiana. If all it is going to do is save between three and 10 minutes of traveling time from the southern part of Indiana to connect with I 69 N. of Loogootee, It's a complete waste of money.</p> <p>But, if you are going to make it happen, regardless of what the people of Martin County want, then I think you should go with the option directly through Loogootee Indiana. Loogootee is a very poor money making community, but in the past several years have been doing many things to make it known throughout the state of Indiana. If you go west or east of Loogootee, you will be taking away any economy that is being generated in the town of Loogootee and all future economic progress. Therefore, if you're really wanting to do the project, then it should go through downtown Loogootee and make it worthwhile for the Loogootee community and its people .</p> <p>If you choose any other option for the mid state corridor it would be catastrophic for the community of Loogootee. Any other choice would just close all of the current businesses in Loogootee.</p> <p>Please do not choose any other option, because it would destroy all of the progress the Loogootee community has made in the past few years</p> <p>Just improve Highway 231. The Mid States Corridor is not needed.</p> <p>Thank you Jim and Karin Chandler 6895 Bledsoe Lane Loogootee Indiana 812-296-7125</p>
<b>Bawel</b>	Doug	<p>James I do not have enough knowledge to determine P3 or P4 to be the best but do believe based upon being pretty familiar with the Amish patter to the East Would be Better.. Through Downtown Loogootee is not conducive to Safety of product coming from Crane.</p>
<b>Popp</b>	Jeff	<p>To whom it may concern Since we were not given our wright to vote on this new road in Indiana, I refuse to call it "Mid States Corridor" because thats a made up name to make it sound like something we need and dont already have. If you just look at a road map of Indiana any more roads added is'nt going to save enough travel time in this state to be worth the loss of farm land, disruption of local traffic having to get across a 4 lane highway everyday, that</p>



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goes for school busses has well, not to mention the cost and cost of up keep and of course all the family's who's homes will be took and all the all the family's who's homes were not took but now have a 4 lane highway in thier front yard greatly reducing the serenity of thier home's.

Has for the logistics of this new road for Jasper and Huntingburg it would be use less. Because Jasper and Huntingburg are both small towns with 231 going through the middle. Every business, factory, all 4 new car dealerships, restraunts, Walmart is either on 231 or just a few blocks off 231. Even all the residential neighborhoods is only a few blocks off of 231. A new road would literaly make it harder to get home from work because of having to deal with crossing a 4 lane. Truck traffic will still use 231 businesses are on 231,

Rumor has it that this ridiculous idea got started because a local trucking company wanted to get his trucks to Indiapolis faster. It was so ridiculous that those responsible new the citizens affected would vote no. Thefore they skipped our wright to vote.

Sincerely Jeff Popp

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Mid-States Corridor  
P-2 route selection  
March 22, 2023

I appreciate the continued study of the Loogootee section of the proposed Mid-State Corridor. When a by-pass is built around a small community, they lose part of their identity. The businesses that are sustained by the people of a community thrive with additional outside commerce from those who pass through. By reducing that traffic flow outside of Loogootee, many businesses will suffer the impact, and be forced to leave or struggle creating a mere shell of the community we once knew. Therefore I am in favor of **route P-2** should this project continue, continued improvements through Loogootee, not around it.

Not only would enhancing the current highway through town result in less economic downturn, overall public acceptance would be improved. While this solution may not check the boxes for the federal funds for this project it is important to note that it is those most affected that should have a greater voice. Federal and State dollars should be used to improve and upgrade current infrastructure, not create more and leaving more to maintain.

The **P-2** route would also allow greater access to the city of Loogootee by our Amish neighbors to the west. They would not have to be concerned with accessing the city by crossing a new highway. After businesses impacted, the Amish would have the next greatest need to a route maintained within Loogootee or at least Martin County.

Loogootee is not a large city that needs to be passed by to save minutes for a commute, but a proud community that welcomes passers-by. While our community might not seem to be interested in growth and expansion, the ground-work has already been started before this project was of concern. Loogootee and it's governing bodies were waiting to be recognized in this process, and have finally been heard. This exact sort of project has helped other communities with the assistance of grants and federal funds, and Loogootee too could capitalize on it, but not with a by-pass.

Lance Mathies  
Loogootee



March 31, 2023

Kyanna Wheeler  
Major Project Delivery Project Manager  
Indiana Government Center North  
100 N. Senate Ave., Room N758 –MPD  
Indianapolis, IN  
[kwheeler@indot.in.gov](mailto:kwheeler@indot.in.gov)

Jason DuPont  
Project Manager  
Mid-States Corridor Project  
Vincennes University Jasper Campus  
Administrative Building Room 216  
850 College Ave.  
Jasper, IN 47546  
[jdupont@midstatescorridor.com](mailto:jdupont@midstatescorridor.com)

*via electronic mail*

RE: Comments on Refined Preferred Alternative P (RPA P)

Ms. Wheeler and Mr. DuPont,

The Hoosier Environmental Council submits the following comments on the “refined preferred alternative P” for the Mid-States Corridor highway project, described as follows:

*The Mid-States Corridor Project has added three variations in the Loogootee area. The changes were made in response to community feedback following the announcement of a preferred alternative in the Draft Environmental Impact Statement.*

Since the Refined Alternative P maintains alternative P as the overall preferred corridor, we incorporate by reference our prior comments dated June 14, 2022 on the draft EIS.

Most notably absent from the description and maps of Refined Alternative P are any evaluations, comparisons or analysis that provide specific information about the impacts and relative merits or drawbacks of these new route variations. Without this specific information, it will be difficult for the public and the affected landowners, businesses, and the City of Loogootee to offer informed comments on the refined alternative. Indeed, the news release for Refined Alternative P states,

*Selection of a single variation at Loogootee requires detailed, localized economic studies, traffic studies and public outreach surveys in Loogootee and Martin County. These activities are appropriate for conducting during Tier 2 Studies.*

The result of this is that specific details on the new variations will not be known for some time.



Variation P1 is the same corridor as “P west”, which was the preferred routing for original Alternative P around Loogootee. As described in our June 2022 comments, this route would put the highway virtually on the boundary of West Boggs Park, with resulting substantial negative impacts to the park’s integrity, its peaceful, natural setting, and the enjoyment of the thousands of people who visit the park every year.

New variations P2 and P3 would impact local streets, traffic, neighborhoods, homes, businesses and commerce in Loogootee, but the scale and scope of these impacts have not been identified nor analyzed, and it appears that will not happen in the final EIS either.

Variation P4 appears to be similar or identical to “P east” in the draft EIS. As described in our earlier comments, this routing would harm the natural areas east of Loogootee along with impacts to farmland, streams, and wetlands.

Since local improvements of independent utility have been proposed for the Loogootee area, as described in the Mid-States DEIS, these new route P variations should be evaluated in the context of the proposed local improvements, from a cost, benefit, and impact perspective. What’s more there is no indication in the information for Refined Alternative P whether the proposed local improvements have been modified in response to the new route variations.

The very limited information provided on Revised Alternative P indicates that the route variations were identified in response to certain comments on the DEIS. The news release states,

*INDOT was asked 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.*

From public meetings and news reports, it was apparent that there were many more concerns expressed by Martin County residents and community leaders about the impacts of building Route P. There are no modifications or other responses provided for these other concerns, such as the impacts on landowners and the natural environment from new terrain highway construction, and the uncertainty about what, if any, benefits from building Route P might accrue to Loogootee, the surrounding areas, and their residents. “Enhanced economic activity” is described as a potential outcome of the new variations, but no evidence is provided for this assertion.

East of Loogootee, the P4 variation route would cross the floodplain of a West Boggs Creek tributary, and be located adjacent to the floodplains and floodplain forests of West Boggs Creek, Boggs Creek and the East Fork White River (IDNR Floodplain maps). This area also contains numerous forested wetlands (National Wetlands Inventory). West Boggs Lake and West Boggs Creek drain to the East Fork White River. As noted in our June 2022 comments, the East Fork White River contains a highly diverse fish community and in this area is home to the state-endangered Lake sturgeon, which is also being considered for federal listing.

#### *Conclusion*

For meaningful public input, INDOT should have provided more detailed information –including quantification of and comparison of impacts, costs, benefits, right of way acreage, traffic flow and safety considerations, number of homes and businesses affected, impacts to environmental resources including



floodplains, wetlands, and forests -- and evaluated and disclosed this information to the public and affected residents so that they can offer informed feedback.

As stated in our prior comments, we urge that the State of Indiana reject construction of any new-terrain Mid-States Corridor alternatives, and instead focus transportation improvements on making our existing roads and bridges safer and more efficient and expanding access to alternatives such as pedestrian/bicycle lanes and trails, rural transit, and intercity bus and rail service.

Respectfully submitted,

Tim Maloney  
Senior Policy Director



**MID-STATES  
CORRIDOR**

# Appendix NN - Post DEIS Loogootee Outreach

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 9510 8114 2762 3090 2214 92

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FROM: Brian Adler  
 302 Church St.  
 Loogootee, IN 47553

TO: Vincennes University Jasper Campus  
 Administration Building, Room 216  
 850 College Ave.  
 Jasper, IN 47546

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March 31, 2023

Nicole Minton

Mid-States Corridor  
Vincennes University Jasper Campus  
Administration Building, Room 216  
Jasper, IN 47546

Nicole,

I have enclosed 820 signatures from citizens that are against the 231 New Terrain Project. We ask that these signatures be included with signatures that were submitted online at the [info@midstatescorridorproject](mailto:info@midstatescorridorproject) to give a more accurate portrayal of the community's opposition to the New Terrain Corridor Proposal project.

Sincerely,  
Brian Ader  
Citizen of Loogootee

*collected in 4 days*



## **231 Corridor Comment Letter**

*INDIANA RESIDENT*

I am a Martin, Daviess, Dubois , or Spencer County resident who is vehemently opposed to the construction of a new terrain highway through our counties.

We would like to see a more detailed description of plans to upgrade HWY 231 instead. It is our understanding that the funds have already been allocated for that purpose in the amount of 75 million dollars, and that the cost of a new terrain highway would be in excess of 1 Billion dollars.

The Lochmueller Group's latest offering of four different routes in the Loogootee area, Three which bypass Loogootee is unacceptable. P2 is the preferred route for Loogootee with restrictions. We request that a comprehensive, detailed information with regard to the 231 expansion instead.

Please print and sign your name on the signup form.

Comments can also be done online: [MidStatesCorridor.com](https://MidStatesCorridor.com)

**The deadline for signup is March 31<sup>st</sup>, 2023**



**231 Corridor Signature Sheet**

Printed

Signature

Printed

Signature

Tyler Davis *Tyler Davis*  
 David Butler *David Butler*  
 Tim Sanders *Tim Sanders*  
 Jeffrey Pearce *Jeffrey Pearce*  
 Jim Hamby *Jim Hamby*  
 Terry Howell *Terry Howell*  
 Alice D. Butler *Alice D. Butler*  
 Floyd L. Hawkins *Floyd L. Hawkins*  
 Scott Johnson *Scott Johnson*  
 R.E. *R.E.*  
 Douglas YARNELL *Douglas YARNELL*  
 Micky Crew *Micky Crew*  
 Kirby McGuire *Kirby McGuire*  
 Darin Butler *Darin Butler*  
 Sanja Gornaluy *Sanja Gornaluy*

*15*









**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Phil Ader	Phil Ader	Kassie Trulove	Kassie Trulove
Juan Lopez	Juan Lopez	Randy Winger	Randy Winger
Lea Wether	Lea Wether	Abraham Hill	Abraham Hill
E		LARRY TELLERS	Larry Tellers
Monissa Greaber	Monissa Greaber	Liz Greaber	Liz Greaber
Eric Clark	Eric Clark	Betty Swanson	Betty Swanson
Justin Schnarr	Justin Schnarr	Bonnie Swanson	Bonnie Swanson
Krista Nicholson	Krista Nicholson	Ruby Swanson	Ruby Swanson
Madison Macthmer	Madison Macthmer	Lee Winiwiler	Lee Winiwiler
Tamika Kaise	Tamika Kaise	Chris W. Wise	Chris W. Wise
Taylor Kaise	Taylor Kaise	Erny Stoo	Erny Stoo
Rosareli Mora Cruz	Rosareli Mora Cruz	Wyatt Street	Wyatt Street
Karina Sipes	Karina Sipes	Dence Stree	Dence Stree
Just n Woyles	Just n Woyles	Randy Wagler	Randy Wagler
Chmyrabe	Chmyrabe	Carla Burney	Carla Burney
Sam Harris	Sam Harris	Clarity Lavelle	Clarity Lavelle
Amara Woodruff	Amara Woodruff	Amber Smith	Amber Smith
Kayla Grubbe	Kayla Grubbe	Tiffany Lingenfelter	Tiffany Lingenfelter
Megan Cross	Megan Cross	Kristin Kidaway	Kristin Kidaway
Randall Harder	Randall Harder	Amber Pride	Amber Pride
Brad Harmon	Brad Harmon	Shelby Kerne	Shelby Kerne
		Laker Loman	Laker Loman
		Hope Baylis-Loman	Hope Baylis-Loman

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Ariah Lalage	Michael Gray		
Amanda Bloom	Amanda Bloom		
Karen Murray	Karen Murray		
Fay Jackson	Fay A. Jackson		
Teresa Campbell	Teresa Campbell		
Billy Venters	Billy Venters		
Jessica Benge	Jessica Benge		
Alex Benge	Alex Benge		
Jeremiah Jackson	Jeremiah Jackson		
Hayden Burton	Hayden Burton		
Jason Bowl	Jason Bowl		
Jesse Burton	Jesse Burton		
Robert N. Wray	Robert N. Wray		
SAUNDERS			
Mary Kesside			
Michael Clift			
Paula Dollens	Paula Dollens		
Verna Dollens	Verna Dollens		
CLIFF GOLDMAN	Cliff Goldman		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Charles Kickett	<i>[Signature]</i>	Logan King	<i>[Signature]</i>
Tom Harker	<i>[Signature]</i>	Mia Wright	<i>[Signature]</i>
Melody Beady		Ava Jones	<i>[Signature]</i>
Paul Staubaugh		Kirby Hoover	<i>[Signature]</i>
<i>[Signature]</i>		<i>[Signature]</i> (NO)	
Tori Survanen		Jan Cannon	<i>[Signature]</i>
Damon Pant	<i>[Signature]</i>	Griffin Spamy	<i>[Signature]</i>
John Coff	<i>[Signature]</i>	Timmy Swartzentruber	
Kristina Cozart		Jeremy Lemon	<i>[Signature]</i>
Eric Grange	<i>[Signature]</i>	Dustin Rumble	<i>[Signature]</i>
Kristi Price	<i>[Signature]</i>	Wood Latta	<i>[Signature]</i>
Heather Nicholson	<i>[Signature]</i>	Dakota Priddy	<i>[Signature]</i>
Josh Miller	<i>[Signature]</i>	Ben Davis	<i>[Signature]</i>
Martin Bui		Grant Mattingly	<i>[Signature]</i>
Nancy Allen		Patrick Todd	
<del>_____</del>	<del>_____</del>	Savannah Harmon	<i>[Signature]</i>
no one		Shan Wagle	
Laura Sheerz	<i>[Signature]</i>	Jay Oakman	<i>[Signature]</i>
<i>[Signature]</i>		Amanda Oakman	<i>[Signature]</i>
Randall Mill		Darion Oakman	<i>[Signature]</i>
April Crew	<i>[Signature]</i>		
David K. O'Brien			
<i>[Signature]</i>			

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**231 Corridor Signature Sheet**

Printed	Signature
Tommy Freeman	Tommy Freeman
Jamul Rose	Jamul Rose
Aaron Johnson	Aaron Johnson
BEVERLY TAYLOR	BEVERLY TAYLOR
Dual Brown	Dual Brown
Greg Mathies	Greg Mathies
John Lindsey	John Lindsey
Ryan L Dougherty	Ryan L Dougherty
Stephanie Hooper	Stephanie Hooper
Hilbert J. Fuhrman	Hilbert J. Fuhrman
John W...	John W...
Felicia Kelly	Felicia Kelly
James Taylor	James Taylor
Debbie Lannan	Debbie Lannan
Gary Lannan	Gary Lannan
Tammy Albright	Tammy Albright
Samuel Albright	Samuel Albright
Altaoirier	Altaoirier
Villie Erwin	Villie Erwin
Linda Goldman	Linda Goldman
Leanne E. Loman	Leanne E. Loman
Samuel Park	Samuel Park
Teresa Johnson	Teresa Johnson

A.N.I.

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Printed	Signature
Chantrel Floyd	Chantrel Floyd
Nancy Diane Allen	Nancy Diane Allen
Denise K. Lannan	Denise K. Lannan
John Burgess	John Burgess
Tamara Shurg	Tamara Shurg
Jordan Roller	Jordan Roller
James Ader	James Ader
Wilma Arvin	Wilma Arvin
Aider Smith	Aider Smith
Sheryl Burch	Sheryl Burch
Jessica Wagler	Jessica Wagler
Julinda Adams	Julinda Adams
William Lester Hart	William Lester Hart
Heather Canico	Heather Canico
Don Canico	Don Canico
Gayden Smith	Gayden Smith
Jeremy Siebert	Jeremy Siebert
Elsie Husting	Elsie Husting
Kim Bandler	Kim Bandler
Kyle Croney	Kyle Croney

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AGAINST

**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
James B. Hartline	<i>James B. Hartline</i>		
Jodi C. Jones	<i>Jodi C. Jones</i>		
Cecil L. Ragsoale	<i>Cecil L. Ragsoale</i>		
Anna L. Ragsoale	<i>Anna L. Ragsoale</i>		
Jill Bradley	<i>Jill Bradley</i>		
Nicole Thomas	<i>Nicole Thomas</i>		
Kenneth A. Maey	<i>Kenneth A. Maey</i>		
James Hudson	<i>James Hudson</i>		
Jim Williams	<i>Jim Williams</i>		
Rt. Hon. J. C. Baker	<i>Rt. Hon. J. C. Baker</i>		
Eric Shaw	<i>Eric Shaw</i>		
Randy Bauernfiend	<i>Randy Bauernfiend</i>		
Sarahy Stetter	<i>Sarahy Stetter</i>		
Steve Shelton	<i>Steve Shelton</i>		
<i>Every One in Steaks &amp; Loogootee!</i>			
Paul Baker	<i>Paul Baker</i>		
Dan Flamm	<i>Dan Flamm</i>		
Phyllis Meehan	<i>Phyllis Meehan</i>		
Clark Abel	<i>Clark Abel</i>		
Paul Hood	<i>Paul Hood</i>		
Bradley J. Harder	<i>Bradley J. Harder</i>		
Connie L. Harder	<i>Connie L. Harder</i>		
Clark Abel	<i>ANTHONY ABEL</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
James Williams	<i>James Williams</i>		
Victor Neidetter	<i>Victor Neidetter</i>		
Dawn Concannon	<i>Dawn Concannon</i>		
Katrina Jewell	<i>Katrina Jewell</i>		
JANET Tredway	<i>Janet Tredway</i>		
JANE HAMBY	<i>Jane Hamby</i>		
Leann Jones	<i>Leann Jones</i>		
Janie Reach	<i>Janie Reach</i>		
Jami Shufelt	<i>Jami Shufelt</i>		
Mike Shufelt	<i>Mike Shufelt</i>		
Jennifer Worth	<i>Jennifer Worth</i>		
Amanda Williams	<i>Amanda Williams</i>		
Rachel Guzman	<i>Rachel Guzman</i>		
Dale Hoffman	<i>Dale Hoffman</i>		
Mike McBride	<i>Mike McBride</i>		
Amanda Pennington	<i>Amanda Pennington</i>		
Ben Long	<i>Ben Long</i>		
Travis Harner	<i>Travis Harner</i>		
Scott Seals	<i>Scott Seals</i>		
Jaybird Baker	<i>Jaybird Baker</i>		
MICHELLE QUINN	<i>Michelle Quinn</i>		
Mary Jo Mullins	<i>Mary Jo Mullins</i>		
Donna Jo Kindley	<i>Donna Jo Kindley</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Sandy Shelton	<i>Sandy Shelton</i>	Cody Willis	<i>Cody Willis</i>
Ruth Ausbrooks	<i>Ruth Ausbrooks</i>	Charles Jones	<i>Charles Jones</i>
Jay Ausbrooks	<i>Jay Ausbrooks</i>	Dary Hickman	<i>Dary Hickman</i>
Leewest Allen	<i>Kurt Bell</i>	Tom Allbright	<i>Tom Allbright</i>
John Froley	<i>John Froley</i>	Marrin Bailey	<i>Marrin Bailey</i>
Makiah Brassine	<i>MB</i>	Bary Baker	<i>Bary Baker</i>
Raymond Grafton	<i>Raymond Grafton</i>	Jacob Dwy	<i>Jacob Dwy</i>
Winter Grafton	<i>Winter Grafton</i>	Tom Jones	<i>Tom Jones</i>
Richard S. Smith Sr	<i>Richard S. Smith Sr</i>	Jalen Pearson	<i>Jalen Pearson</i>
Kent Bradley	<i>Kent Bradley</i>	Brad Williams	<i>Brad Williams</i>
Carroll Johnson	<i>Carroll Johnson</i>	Kurt Starks	<i>Kurt Starks</i>
Christian Newkirk	<i>Christian Newkirk</i>	Ratir Jones Sr	<i>Ratir Jones Sr</i>
Tony Bratter	<i>Tony Bratter</i>	Ratir Jones Jr	<i>Ratir Jones Jr</i>
William Regent	<i>William Regent</i>	[Redacted]	[Redacted]
Gene L. Gammon Jr	<i>Gene L. Gammon Jr</i>	Jacob Bowman	<i>Jacob Bowman</i>
Danny Clark	<i>Danny Clark</i>	[Redacted]	[Redacted]
Norman Beasley	<i>Norman Beasley</i>	[Redacted]	[Redacted]
Scott Walker	<i>Scott Walker</i>	Chas Callaway	<i>Chas Callaway</i>
Phinnig Dyer	<i>Phinnig Dyer</i>	Eve L Shaw	<i>Eve L Shaw</i>
Nancy J Hart	<i>Nancy J Hart</i>	[Redacted]	[Redacted]
John Way	<i>John Way</i>	John WISE	<i>John WISE</i>
Caitlin Sanders	<i>Caitlin Sanders</i>	Brook Buffington	<i>Brook Buffington</i>
Hannah Harshaw	<i>Hannah Harshaw</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Marjory Boyd	Marjory Boyd		
PANELA Cammon	PANELA Cammon		
Scott Boyd	Scott Boyd		
SPENCER MOSS	SPENCER MOSS		
Levi Hattabaugh	Levi Hattabaugh		
Joe Ogg	Joe Ogg		
SAERYL OGG	SAERYL OGG		
Charla Swain	Charla Swain		
Richard Luey	Richard Luey		
Jennifer Luman	Jennifer Luman		
Kristi Degez	Kristi Degez		
Eric MATTINGLY	Eric MATTINGLY	NO	
Marshe Brett	Marshe Brett		
Lynn Sciscoe	Lynn Sciscoe	NO	
Tom Sciscoe	Tom Sciscoe	NO	
Hilbert Fuhrman	Hilbert Fuhrman		
Paul T. Taylor	Paul T. Taylor		
Alicia Hernandez	Alicia Hernandez		
LAURENCE PAT DAV	LAURENCE PAT DAV	Dave Meckley	NO

HN!



**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
MICHAEL WENSON	Michael Wesson	Cindy Nicholson	Cindy Nicholson
DONALD L. HAWKINS	Donald L. Hawkins	Donald L. Hawkins	Donald L. Hawkins
LARRY W. CRANEY	Larry Craney	TONY DANT	Tony Dant
DERE OSIO	Dere Osio	Gerald Nicholson	Gerald Nicholson
NATHANIEL GRABER	Nathan	Kami Lindsey	Kami Lindsey
CANDACE CLARK	Candace Clark	Don Smith	Don Smith
MICHAEL CURY	Michael Cury	DAVID LYNN	David Lynn
BEV HANCOCK	Bev Hancock	PATIL FREEMAN	Patil Freeman
PHILLI MULLER	Philli Muller	R. D. BARBER	R. D. Barber
NO CONNIE CONKLIN	Connie Conklin	DIANE BARBER	Diane Barber
NO STEVE CONKLIN	Steve Conklin	JANE McATEE	Jane McAttee
JEREMY PARK	Jeremy Park	JANICE JEFFERS	Janice Jeffers
MIRIAM PARK	Miriam Park	JAMES M. BRACKEN	James M. Bracken
JIM WILLIAMS	Jim Williams	Jean Berry	Jean Berry
ED. DAVIS	Ed Davis		
GEORGE P	George P		
KENNY SANDERS	Kenny Sanders		
RENEE A SANDERS	Renee A Sanders		
MARLENE SPEARS	Marlene Spears		
NANCY DAVIS ALLEN	Nancy Davis Allen	Nancy Davis Allen	Nancy Davis Allen
JACK LEE	Jack Lee	JACK LEE	JACK LEE
BRENDON IVEY	Brendon Ivey		
ARNOLD NUGENT	Arnold Nugent		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
John Nezeffer	<i>[Signature]</i>		
JAMES NEZEFFER	<i>[Signature]</i>		
Chris Baugh	<i>[Signature]</i>		
Mark Guy	<i>[Signature]</i>		
PETE SMITH	<i>[Signature]</i>		
Tami Sontag	<i>[Signature]</i>		
Janelle Marnet	<i>[Signature]</i>		
James Marnet	<i>[Signature]</i>		
Delbert R. Wagler	<i>[Signature]</i>		
Curtis Johnson	<i>[Signature]</i>		
Virginia Wagler	<i>[Signature]</i>		
John A. Walker	<i>[Signature]</i>		
Judith Walker	<i>[Signature]</i>		
Hannah Kidwell	<i>[Signature]</i>		
Trey Kidwell	<i>[Signature]</i>		
Adam Cowan	<i>[Signature]</i>		
Vanessa Sellers	<i>[Signature]</i>		
Donna Beckman	<i>[Signature]</i>		
John Smith	<i>[Signature]</i>		

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**231 Corridor Signature Sheet**

	Printed	Signature	Printed	Signature
#N/	Wilbert J. Fuhman	<i>Wilbert Fuhman</i>		
	Julie Johnson	<i>Julie Johnson</i>		
	Charles K. Guy	<i>Charles K. Guy</i>		
	Debra S. Guy	<i>Debra S. Guy</i>		
	Jeanne Oeder	<i>Jeanne Oeder</i>		
	Lisa Kirsch	<i>Lisa Kirsch</i>		
Lynn Cain	Lynn Cain	<i>Lynn Cain</i>		
	Erlyn Philpott	<i>Erlyn Philpott</i>		
	Marsha Kiepp	<i>Marsha Kiepp</i>		
	Aneta Dawson	<i>Aneta Dawson</i>		
	Jeff Horney	<i>Jeff Horney</i>		
	Ken Fleckwood	<i>Ken Fleckwood</i>		
	Seikura Burton	<i>Seikura Burton</i>		
Graves Coordinator	Rhigannon Graves	<i>Rhigannon Graves</i>		
	Lana Bradley	<i>Lana Bradley</i>		
	Karri Tinkle	<i>Karri Tinkle</i>		
	Tristan Tinkle	<i>Tristan Tinkle</i>		
	William Bradley	<i>William Bradley</i>		
	Derrick Tinkle	<i>Derrick Tinkle</i>		
	Dianna Overall	<i>Dianna Overall</i>		
	Dennis Overall	<i>Dennis Overall</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Xatasha Mathis	<i>Xatasha Mathis</i>	Xatasha Mathis	<i>Xatasha Mathis</i>
Aaron Sanders	<i>Aaron Sanders</i>		
Brian Sanders	<i>Brian Sanders</i>		
Andrew Petry	<i>Andrew Petry</i>		
Pamela Van Meter	<i>Pamela Van Meter</i>		
Deb Capie	<i>Deb Capie</i>		
Alexis Rhodes	<i>Alexis Rhodes</i>		
Brian Boy	<i>Brian Boy</i>	Brian Boy	<i>Brian Boy</i>
Doug Byron	<i>Doug Byron</i>		
Kene Albright	<i>Kene Albright</i>		
Clifford D Brown Jr	<i>Clifford D Brown Jr</i>		
Ryan Hoffman	<i>Ryan Hoffman</i>	RYAN Hoffman	<i>RYAN Hoffman</i>
Jana Ferguson	<i>Jana Ferguson</i>	Jana Ferguson	<i>Jana Ferguson</i>
Dalbert Miller	<i>Dalbert Miller</i>		
Pamela Baker	<i>Pamela Baker</i>	PA MATHIS	<i>PA MATHIS</i>
Nancy A Phillips	<i>Nancy A Phillips</i>		
Chebey Hesser	<i>Chebey Hesser</i>		
Traci Whippo	<i>Traci Whippo</i>	TRACI Whippo	<i>TRACI Whippo</i>
Tom Howard	<i>Tom Howard</i>		
Alan Curre	<i>Alan Curre</i>		
Chandotta Williams	<i>Chandotta Williams</i>		
Kaye Hupp	<i>Kaye Hupp</i>	Kaye Hupp	<i>Kaye Hupp</i>

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Cage Harder	<i>Cage Harder</i>		
D. Etcheberry	<i>D. Etcheberry</i>		
Debbie Robinson	<i>Debbie Robinson</i>		
Dirk Fahey			
Michael Hopkins			
Ginger Watts			
Laura Barber	<i>Laura Barber</i>		
Chris Mattingly			
Alaina Hembree	<i>Alaina Hembree</i>		
Mary Meinert			
Bob Harder			
London Harder	<i>London Harder</i>		
MARY A DIVINO	<i>Mary A Divino</i>		
Jessica Roark	<i>Jessica Roark</i>		
John Mathies	<i>John Mathies</i>		
Carol Harder	<i>Carol Harder</i>		
Cierra Jones			
Greg Mathies		<i>Greg Mathies</i>	
Bob Wilson	<i>Bob Wilson</i>		
Mat Drumbayle	<i>Mat Drumbayle</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Shaeri Brett	<i>Shaeri Brett</i>	McGee	<i>McGee</i>
Ashley Kerr	<i>Ashley Kerr</i>	Jeremy Purdue	<i>Jeremy Purdue</i>
<del>Mary</del> <b>Mary</b> <del>Norris</del> <b>Norris</b>	<i>Mary Norris</i>	Jordan Pauer	<i>Jordan Pauer</i>
Tim Norris	<i>Tim Norris</i>	Allen Emmons	<i>Allen Emmons</i>
<del>James</del> Jamie Eyer	<i>Jamie Eyer</i>	N. Mandujano	<i>N. Mandujano</i>
Holly Mathies	<i>Holly Mathies</i>	Daniell Summers	<i>Daniell Summers</i>
Ken Mathis	<i>Ken Mathis</i>	Sylvia Greene	<i>Sylvia Greene</i>
Brandon Carrico	<i>Brandon Carrico</i>	Sarah Pelenner	<i>Sarah Pelenner</i>
<del>Jeremy</del> <del>Harmon</del>	<i>Jeremy Harmon</i>	Cathy Pelenner	<i>Cathy Pelenner</i>
Jill Ekke	<i>Jill Ekke</i>	Jessie Chastain	<i>Jessie Chastain</i>
Phila Ekke	<i>Phila Ekke</i>	KEVIN FRYE	<i>Kevin Frye</i>
<del>Michael</del> <del>Ekke</del>	<i>Michael Ekke</i>	Mike Walk	<i>Mike Walk</i>
<del>Asmery</del> <del>Compton</del>	<i>Asmery Compton</i>	<b>SA JONES</b>	<i>SA Jones</i>
Jasmine	<i>Jasmine</i>	<del>DIANA</del> <del>SCALES</del>	<i>DIANA SCALES</i>
Jolene Miller	<i>Jolene Miller</i>	Megan Mitchener	<i>Megan Mitchener</i>
Sharon Harmon	<i>Sharon Harmon</i>	Travis Bauerfriend	<i>Travis Bauerfriend</i>
Tim Strickland Jr	<i>Tim Strickland Jr</i>	Billy Walling	<i>Billy Walling</i>
<del>R</del> <del>Chastain</del>	<i>Rick Chastain</i>	John Zepke	<i>John Zepke</i>
Barbara J. Rutkamel	<i>Barbara J. Rutkamel</i>	Derrick Tinkler	<i>Derrick Tinkler</i>
Cheryl Camp	<i>Cheryl Camp</i>	<del>Rick</del> <del>Tom</del>	<i>Rick Tom</i>
Rose Baber	<i>Rose Baber</i>		

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Donald Mann	<i>[Signature]</i>		
Lori Mann	<i>[Signature]</i>		
Patti Sanders	<i>[Signature]</i>		
Amanda Simms	<i>[Signature]</i>		
Laura Harker	<i>[Signature]</i>		
Debbie Dills	<i>[Signature]</i>		
Debra Weidaffer	<i>[Signature]</i>		
Don Greene	<i>[Signature]</i>		
Donna Greene	<i>[Signature]</i>		
Denny Donnersberger	<i>[Signature]</i>		
Oena Lyon	<i>[Signature]</i>		
Brent Lyon	<i>[Signature]</i>		
Beth S. Lett	<i>[Signature]</i>		
James Weidaffer	<i>[Signature]</i>		
James	<i>[Signature]</i>		
Rachie	<i>[Signature]</i>		
James R Taylor	<i>[Signature]</i>		
Tami Kois	<i>[Signature]</i>		
As	<i>[Signature]</i>		
Debra Stolt	<i>[Signature]</i>		
Logan Dent	<i>[Signature]</i>		
Bo Wilson	<i>[Signature]</i>		
HN! Hilbert J. Fuhrman	<i>[Signature]</i>		

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PRINT

SIGN

Chad Horton

Rob Stacy

Amanda Ferguson

Clifford O'Brien

Wendy Chapman

Stacey Barnes

Darlene Welker

LARRY COLVIN

Julia Earl

Travis Howell

Jamison Henrette

Michael Wade

Richard Arvin

Charles Hill

Melissa Graber

Brent M'Choke

Daniel Lee Rich

Dale Trowbridge

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SAY No to Corridor!

Print	Sign
James M. Kirk	
Bath Grisham	
MARK PENNINGTON	
JANET SABATIER	
Lori Kidwell	
Vanessa Sellers	
Michael A. Kirk	
JAMMO LEMS	
LINA BRIDG	
RANDY RIAKE	
TRACI WHIPPO	
Ireal Wayne	
Kerri Monte	
Deanna Odom	
Kathryn Venters	
Aam Hueb	
Lindsay Jager	
Brooke Ann	
Thomas F Morrison	
Latesha Mathis	
Ben Davis	
TANNER EARL	

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**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
Melissa Ball	Melissa Ball	Raymond R. [unclear]	[Signature]
SAM SPEARS	[Signature]	[unclear]	[Signature]
JULIE WITTMER	[Signature]	Zay Frestle	[Signature]
Grant Carico	[Signature]	[unclear]	[Signature]
Craig Hill	[Signature]	Paul [unclear]	[Signature]
Summer Poy	[Signature]	NO Cole Harmon	[Signature]
Cliff Lochlein	[Signature]	Deloris Wilson	[Signature]
[unclear]	[Signature]	Tristan Tinkle	[Signature]
Wayle Whaley	[Signature]	Kathleen Parke	[Signature]
BRAD STALL	[Signature]	Bobby Beeson	[Signature]
Marsha [unclear]	[Signature]	Ferrell Vaelkel	[Signature]
Tommie Steward	[Signature]	Brian Sanders	[Signature]
Dug Wood	[Signature]	Adam Sanders	[Signature]
Edith Skurtz	[Signature]	Theresa Isaacs	[Signature]
Jennifer Butler	[Signature]	Marty Truelove	[Signature]
Jana [unclear]	[Signature]	Dominica Truelove	[Signature]
Chris [unclear]	[Signature]	Taylor [unclear]	[Signature]
[unclear]	[Signature]	(NO) Brandon Harty	[Signature]
NO James [unclear]	[Signature]	Brent [unclear]	[Signature]
Brandon Lindsay	[Signature]	Evan Cunningham	[Signature]
Andrea Osborne	[Signature]	JD Greenwell	[Signature]
Catrina [unclear]	[Signature]	Taylor [unclear]	[Signature]
Norm J Cole	[Signature]	[unclear]	[Signature]
		[unclear]	[Signature]
		[unclear]	[Signature]

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Stay No to Corridor!

**231 Corridor Signature Sheet**

Printed	Signature	Printed	Signature
NO	Pam Batchelor	NO	Tina [Signature]
Rick [Signature]	[Signature]	NO	Jerry Bussinger
NO	Kimberly Hudson	NO	Gene Hopkins
NO	[Signature]	NO	Debra [Signature]
NO	Karen Whaley	NO	Tre [Signature]
NO	Gary [Signature]	NO	Bea [Signature]
NO	Donna [Signature]	NO	Duane [Signature]
NO	[Signature]	NO	Jasmine Cunningham [Signature]
NO	[Signature]	NO	Podney Denham [Signature]
NO	Christy [Signature]	NO	Mary Smith
NO	Jim [Signature]	NO	William Joseph
NO	Cheryl [Signature]	NO	STEVE SHEETS
NO	Seth Sorrells	NO	Jacob [Signature]
NO	[Signature]	NO	Tina Sorrells
NO	A. [Signature]	NO	Paul [Signature]
NO	Connie [Signature]	NO	Chris [Signature]
NO	[Signature]	NO	Ryder [Signature]
NO!!	Michael A. Kirk	NO	Alan Bowler
NO!!	[Signature]	NO	[Signature]
NO!!	[Signature]	NO	[Signature]
NO!!	[Signature]	NO	[Signature]
NO	Jessica Neal	NO	Cliff Wanner
NO	Angelia Chastain [Signature]	NO	Bill Hopkins
NO	James [Signature]	NO	Keegan Wilcher

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Say No To Corridor!

Print

April Payne  
Wade Wade  
Travis Yoder  
Sylvia Green  
Samantha Davis  
Clarissa Brown

~~Patricia~~  
Ronnie

Phillip Norris  
Gary Cunningham  
Darcus Abel  
Gary Ann  
Desiree Lewis  
Alfred Gogel

DONALD E. VICKERS  
Ron Benny  
Bill Baker  
Ed Schnarr

Mike DeCenney  
Natalie Gibson  
11-13-18

Sign

April Payne  
Wade Wade  
Travis Yoder  
Sylvia Green  
Samantha Davis  
Clarissa Brown

Ronnie Terrell

Phillip Norris  
Gary Cunningham  
Darcus Abel  
Gary Ann  
Desiree Lewis  
Alfred Gogel

DONALD E. VICKERS  
Ron Benny  
Bill Baker

Mike DeCenney

(2)



SAY NO TO CORRIDOR!

Print

Whitney McKee  
 Tina McCullough  
 Kenneth F. Arvin  
 Shawn Miller  
 Sandra Keith  
 Shellie Kilgore  
 Lydia Turpen  
 LARRY JONES  
 Melissa Gibson  
 Steven L. Arvin  
 Brandon Clifton  
 Zach Manley  
 Eric Cowin  
 KATHLEEN M. WALKER  
 Amy Kaso  
 Kate Hoffman  
 Michael Bellini  
 Tim Bradley

Sign

Whitney McKee  
 Tina McCullough  
 Kenneth F. Arvin  
 Shawn Miller  
 Sandra Keith  
 Shellie Kilgore  
 Lydia Turpen  
 Larry Jones  
 Melissa Gibson  
 Steven L. Arvin  
 Brandon Clifton  
 Zach Manley  
 Eric Cowin  
 Kathleen M. Walker  
 Amy Kaso  
 Kate Hoffman  
 Michael Bellini  
 Tim Bradley

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**231 Corridor Signature Sheet**

Printed

Signature

Printed

Signature

Sharon Sherer / Sham Sherer

MICHAEL GUY

Dan A. Flynn

Adam Green / Adam

Dwan Kuhnke

Mark Sheen

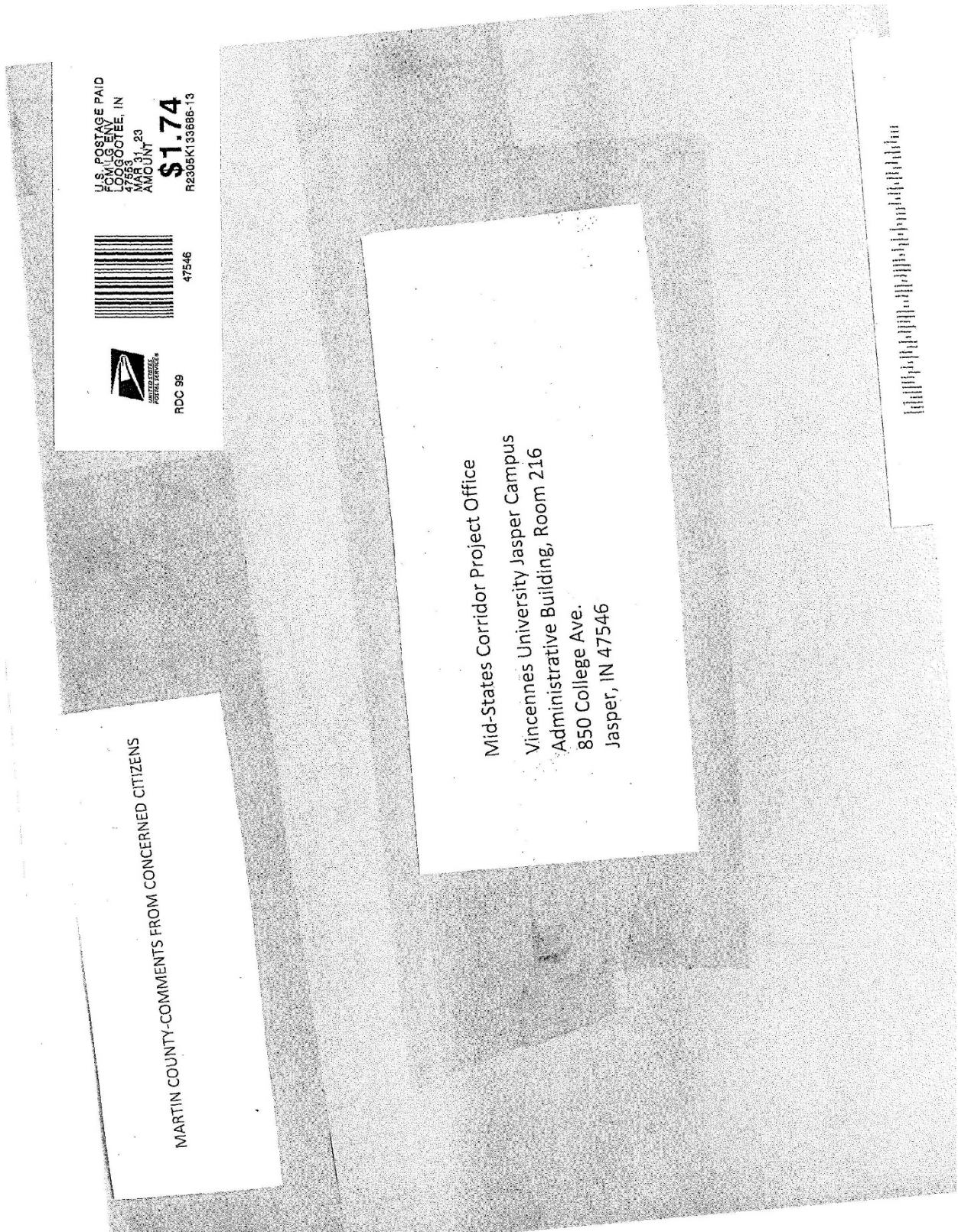
Diana O'Connor

Kevin O'Connor

Sam Flynn

Nancy D. Allen

10





#	Comment
1.	Why aren't roundabouts being considered at the signal locations through Loogootee? This would improve safety, operations and provide a time savings without spending millions of dollars.
2.	Why isn't a boulevard section being considered through Loogootee along with roundabouts? This would improve drive times, add safety features with right-in-right turns along the corridor and save millions of dollars. This option would also provide many benefits to the quality of life for a great rural community.
3.	How does INDOT and Federal Highway justify spending millions of dollars for a corridor between I-69 and US 231 from Crane to South of Loogootee? I-69 parallels US 231 and are literally about 8 miles apart.
4.	The section of US 231 from north of Jasper to I-69 has not had improvements made to it nor is it failing from an operational standpoint. Why isn't this section, which has independent utility, being pulled out of this environmental document and studied at a later once the improvements have been made?
5.	Why do millions and millions of dollars need to be spent on a bypass around Loogootee when it is less than 2 miles from north to south, half of which is already 4 lanes? Simple less expensive operational and safety alternatives should be evaluated that would still meet the purpose and need of the project, such as: <ul style="list-style-type: none"> <li>o Adjusting signal timing</li> <li>o Replacing signals with roundabouts</li> <li>o Creating and boulevard section limiting left turns</li> </ul>
6.	INDOT and Federal Highway are struggling to maintain our existing infrastructure. Why are we not exhausting all options to improving the existing US 231? Improving the corridor would still meet the Purpose and Need and have less impacts in almost every category.
7.	A bypass around Loogootee is not needed. Traffic numbers alone do not warrant spending millions of dollars for a bypass. Loogootee is about 1.5 miles from the north to the south side half of which is already 4 lanes. Please explain? Loogootee relies on pass through traffic to feed the very few small businesses it has. Please evaluate operational, traffic, and safety fixes that could be made to the existing US 231 through Loogootee.
8.	The environmental study should move forward from I-64 to a location north of Jasper and reconnect to US 231 where it forms an independent project. Because Martin County, Daviess County, City of Washington, and City of Loogootee were not part of the Midstates RDA which originally looked at the corridor this section should be pulled out of the project and be evaluated through an AI once Martin County has the opportunity to evaluate the impacts and a need is warranted from a traffic perspective.
9.	On October 15th, 2018 the City of Huntingburg, City of Jasper, Dubois County and the Mid-States Regional Development Authority entered into an interlocal agreement to evaluate the Mid-States corridor and complete the Tier 1 Environmental Impact Statement ("EIS"). Due to Martin County and Daviess County not having a seat at the table within this Interlocal Agreement, the section from I-64 to the north side of Dubois County should function as project with independent utility as it will be able to connect with the existing US 231. The section through Martin County should be pulled from the project and EIS at this time and evaluated in the future when there is a need to improve the corridor from a capacity standpoint. It should also be pulled at this time to allow for Martin County and Daviess County to evaluate their options if the project is warranted once future traffic is evaluated. INDOT and Federal Highway please address this question and concern.



10.	Why was Martin County and Daviess County not included within the Interlocal Agreement between Dubois County, City of Huntingburg, City of Jasper and the Mid-States Corridor Regional Development Authority to evaluate the Mid-States Corridor and work with INDOT on the EIS?
11.	When INDOT and Federal Highway consider constructing a new interchange, all improvements have to be exhausted to local infrastructure and adjacent interchanges first. Then, the infrastructure would have to be struggling operationally when traffic increases. Why wouldn't the same approach apply to the section of US 231 north of Jasper to I-69? The existing corridor is in good condition and will be even better with some of the \$75M allocated to it for improvements. The corridor currently operates at the highest Level-Of-Service because there is no traffic.
12.	Why is INDOT and Federal Highway considering spending hundreds of millions of dollars on the section of US 231 from north of Jasper to I-69 when for a time savings of about 2 minutes? With the improvements to come the corridor is more than adequate and you could use the savings to maintain existing infrastructure.
13.	I understand you are required to consider impacts to Confined Feeding Operations, but why are you not considering impacts to livestock operations, feedlots, grazing lands, and livestock businesses? These should have also been considered as they are the lifeblood of any rural community. Many utilize open grazing in fields for healthier livestock and to be more environmentally friendly. Many of these facilities will be impacted in the section north of the Haysville bridge to I-69.
14.	Why are we moving forward with a DEIS before the \$75M in corridor improvements are made?
15.	How can we analyze a corridor, make recommendations for improvements, determine preferred routes, or even suggest building bypasses without knowing how the \$75M in improvements will impact the corridor?
16.	Did any of the design firms/consultants (prime or subs) and/or members of their staff contribute to the Mid-States Corridor Regional Development Authority which helped fund the project?
17.	Please explain why Route C was taken out of many of the comparison decisions for the preferred route. It has the least impacts in almost every category, connects I-64 to I-69, and would be hundreds of millions of dollars cheaper. This needs to be reconsidered. Are you seriously going to spend and impact that much more for a couple of minutes less? It would be less than 3-4 minute of savings from I-64 to I-69 utilizing this route compared to Route P.
18.	<p>In reviewing the INDOT AADT in the Traffic County Database, the area north of the East Fork of the White River to I-69, traffic data on US 231 has a total AADT between 4,000 to 6,000 which includes traffic both north and south directions. Per the Quality/LOS Handbook, an AADT greater than 21,300 vpd (vehicles per day) would be the threshold for requiring more than a 2-lane section in order to meet LOS D operations. Traffic volumes have actually decreased over the past 10 years (2011 to 2021) on US 231 per INDOT's Traffic County Data Base system.</p> <p>Due to this information, why are our government officials, INDOT, Federal Highway and the Design Team wanting to spend millions of dollars when many other options could be considered and still meet the Purpose and Need of the project and have a lot less impact?</p> <p>Improvements to the existing US 231 that could be made to improve safety, operations, travel times and quality of life for the entire area include:</p> <ul style="list-style-type: none"> <li>• Signal timing improvements</li> <li>• Passing lanes</li> <li>• Turn lanes</li> <li>• Addition of Two Way Left Turn Lane (TWLTL) in certain areas</li> <li>• Replace signals with round-a-bouts</li> <li>• Develop boulevard section through Loogootee limiting left turns</li> <li>• Remove parking in Loogootee allowing a 3-lane section (this could come in the form of adding turn lanes, TWLTL, passing blister)</li> </ul>



19.	The current LOS (Level of Service) for US 231 is more than likely a B, which is the best LOS you can have. Per INDOT design manual a desirable LOS is B with a minimum LOS of D. Given the LOS B for US 231, why is INDOT, Federal Highway, Government Officials, and the Design Team trying to justifying building a new corridor with a bypass around Loogootee when it's just not warranted? Many improvements can be made to the existing corridor to improve travel time, safety, and operations at a huge cost savings over what is being proposed. Also, if done right, it would improve the quality of life for the area.
20.	The functional classification of existing US 231 is currently a Principal Arterial – Other. This classification of roadway is more than capable of handling the existing 4,000 to 6,000 AADT or projected AADT before it would hit an unacceptable LOS (Level of Service). As a result, the existing traffic nor traffic projections due not warrant a brand new 4-lane corridor or a bypass around Loogootee. How does the Federal Highway, INDOT and the design team feel this is justified from a cost and traffic perspective? When broken done, the time savings you would gain vs. the impacts a new corridor and bypass would cause, doesn't make sense. Improvements should be made to the existing US 231 that would improve operations, safety, travel times and the quality of life for the entire area. These would more than satisfy the Purpose and Need of the project.
21.	<p>In reviewing the routes north of the East Fork of the White River to I-69 and based on all of the information, the DEIS seems biased in its preferred recommendation.</p> <ul style="list-style-type: none"> <li>• The facts within the study point to other preferred routes or just improving the existing corridor.</li> <li>• Project cost, impacts to (environment, right-of-way, relocations, historic sites, special lands, forests, river and streams, noise, agriculture, endangered species, managed lands, etc.) were all thrown to the wayside to try and justify the preferred route.</li> <li>• Who funded the original study and then the DEIS? Did businesses and/or private developers provide funding for the project?</li> <li>• A bypass around Jasper maybe makes some sense but other than that, improvements could be made to US 231 which would easily improve safety, operations, travel times and the quality of life for the entire area without all of the impacts.</li> <li>• A bypass around Loogootee would be a waste of money because of the impact to the small community, and it is only 1.5 miles in length.</li> <li>• There is not a lot of time savings and the impacts identified in the study are just too great.</li> <li>• Taking all of the information into account, the preferred route in the DEIS, should be peeling off of Route P after the East Fork of the White River and utilizing Route C.</li> <li>• This would be about a \$150M savings in construction based on the Design Team's cost per foot. It also connects to I-69 at Washington providing a new connection to workforce labor, at this location I-69 parallels US 231 and is approximately 8 miles away.</li> <li>• When considering time savings and evaluating this Route P to C vs. a new US 231 Route from East Fork of the White River to I-69 vs. improving existing US 231 all have very similar travel times.</li> </ul>
22.	<p>While it was noted in the DEIS study that safety was a major concern as is with any road project, Martin County would once again see little to no benefit in this case.</p> <ul style="list-style-type: none"> <li>• Per table 1-2 in the DEIS report published, Martin County has zero roads that have a "higher than average" crash rate. The dangers of implementing a new 4-lane road in a community not use to one will most likely create a "higher than average" crash rate especially for those older drivers.</li> <li>• Wrong-way drivers on a divided highway and crossing 2 lanes to turn in the opposite direction are examples of issues that occurred in Dale, IN when the 4 lane 231 upgrade was made.             <ul style="list-style-type: none"> <li>o There were several fatal accidents that occurred as a direct result forcing an engineering change and implementing "J" turns. While the technicality of that solution may seem feasible, now semis must go across both lanes of oncoming traffic and get up to operational speed immediately to avoid an accident.</li> </ul> </li> <li>• While these are relevant issues, an even more pressing issue for the west route is non-vehicular travel.</li> <li>• High concentrations of Amish in eastern Daviess County rely heavily on Loogootee businesses for groceries, doctors, pharmacies, and general shopping.</li> </ul>



	<ul style="list-style-type: none"> <li>• This much needed business for Loogootee still relies on primitive transportation.</li> <li>• Forcing this population to cross a western 4-lane, advanced speed route will potentially result in fatal accidents.</li> <li>• This is a two-fold problem as a loss of economic revenue from these customers will once again negatively impact Loogootee businesses; it will most likely negatively impact the Amish community by limiting their ability of commerce and health care.</li> <li>• While this was mentioned in the report there were once again no solutions to how this problem would be resolved. Common approaches in some areas are to create an overpass or underpass for this sort of traffic, but once again this will come at a large cost to an already \$1 billion+ project.</li> </ul>
23.	<p>All construction costs are at an all time high (20%-25% increase). How does INDOT intend to cover the additional costs? Would INDOT consider breaking the project into two sections at this time with independent utility:</p> <ul style="list-style-type: none"> <li>o Section 1 – I-64 to Northern Dubois County -Easily could justify independent utility</li> <li>o Section 2 – Northern Dubois County to I-69 -This section has independent utility and needs to be pulled out of DEIS and evaluated after programmed improvements are made. This will also allow Martin County and Loogootee to develop a Purpose and Need for improvements that best meet their goals and not Jaspers or Dubois County. Please address.</li> </ul>
24.	<p>Why is INDOT and Federal Highway considering spending hundreds of millions of dollars on the section of US 231 from north of Jasper to I-69 when for a time savings of less than 10 minutes? With the improvements to come the corridor is more than adequate and you could use the savings to maintain existing infrastructure.</p>
25.	<p>Please explain why Route C was taken out of many of the comparison decisions for the preferred route? It has the least impacts in almost every category, connects I-64 to I-69, and would be hundreds of millions of dollars cheaper. Please reconsider. Are you seriously going to spend and impact that much more for a less than a 10 minutes time savings? It would be less than 10 minutes of savings from I-64 to I-69 utilizing this route compared to Route P.</p>
26.	<p>The Purpose and Need as stated in the DEIS is to provide an improved transportation link between SR 66 near the Natcher Bridge and I-69 (either directly or via SR 37) which addresses two main purposes:</p> <ul style="list-style-type: none"> <li>o Improve business and personal regional connectivity in Dubois County and Southern Indiana. -As stated, this specific purpose and need addresses the needs of Dubois County not Martin, Daviess, Washington or Loogootee. These four communities were also not part of the Mid-States RDA per the agreement when evaluating the corridor. The section of this corridor north of Dubois County has independent utility and should be pulled from the environmental document. Will INDOT and Federal Highway please pull this section out as an independent project to be evaluated for this reason? -Another key measure is improved access to labor force. Why is Route C not the preferred route when it has less impacts in almost all areas, hundreds of millions of dollars less expensive, and connects to I-69 close to Washington, Indiana which has close to 12,000 people, over 4 times as many as Loogootee? Time savings of less than 10 minutes is not an answer.</li> <li>o Improve highway connections to existing multimodal locations from Southern Indiana. -Again, under this section of the Purpose and Need it specifically calls out Dubois County and what is needed for their area. Will INDOT and Federal Highway please pull out the section north of Dubois County as an independent project, as it would have independent utility? This would give those areas the ability to determine what would be most beneficial for their specific Purpose and Needs.</li> </ul>
27.	<p>Under the DEIS Purpose and Need section, it references poor safety of US 231 as reason for developing an improved corridor. Martin County does not have any roads with above-average crash rates. How does INDOT and Federal Highway justify spending hundreds of millions of dollars on a section of road this safe? A portion of the \$75,000,000 will be spent on improving this section of US 231 to improve its safety and</p>



	operations. The section north of Dubois County needs pulled out as an independent project to be evaluated once the improvements are made.
28.	The Core Goals within the DEIS reference Dubois County and Jasper throughout the document but fails to mention the Core Goals of the other communities outside of Dubois County. Is this because those communities were not part of the Mid-States RDA? Will INDOT and Federal Highway consider pulling the section north of Dubois County from the DEIS as independent utility for their communities to determine what would best meet their Purpose and Need and not Dubois County or Jasper?
29.	How can Route C have a lower Labor Force Access Range than every other route, especially Route P, when it would provide a better connection to Washington which has over 4 times the population of Loogootee? Both routes eventually make connections to the large urban areas.
30.	Inflation is on the rise and food prices are going up, how does INDOT and Federal Highway justify selecting Preferred Route P that impacts hundreds of acres of Prime Agricultural Farmland more than Route C that is hundreds of millions of dollars less expensive?
31.	Reviewing the DEIS Comparison of Alternatives Metrics Table, how does INDOT and Federal Highway approve a Route P as the preferred route when Route C performs the best in almost every category? It is unheard of for INDOT and Federal Highway to eliminate an alternative because of one metric. Something is not right, both Routes B and C connect to I-69 close to Washington, IN but Route B has access to over 3 times as much labor force according to the table. How is this reasonable as both routes would essentially pull from the same areas?
32.	In reviewing the DEIS Comparison of Alternatives Metrics Table, the secondary reason for eliminating Alternative C is time savings from Crane and Jasper to major rail & multi-modal centers. How can Alternative P have a 24-35 minute savings and Alternative C have a 3-4 minute savings? Everything is the same until you get to the bridge north of Haysville. When you evaluate distances and speeds from the Haysville bridge to I-69 utilizing Route C versus Route P there is less than a 10 minute time savings and from there all things would be equal. Would INDOT and Federal Highway please explain where all of the additional time savings are coming from?
33.	Reviewing the DEIS Comparison of Alternatives Metrics Table, as with the entire DEIS, Martin County, Daviess County, Washington and Loogootee are not mentioned but just skipped over. This project could have independent utility to the north side of Dubois County where it could tie back into US 231. Would INDOT and Federal Highway please pull the section north of Dubois County out of this DEIS allowing the communities that were skipped over to have a say and define a Purpose and Need for their communities and the good of the project?
34.	Route C has the lowest environmental impacts in almost every measurable. Why is this not taken into consideration when compared to the preferred Route P? Only the measurables that benefited selecting Route P were taken into account. Why is that when both routes meet the Purpose and Need of the project?
35.	COVID-19 had a tremendous negative impact on public outreach during this entire project and DEIS as you can gather from individuals and communities now being able to voice their opinion about the project and provide feedback in a public forum. Will INDOT and Federal Highway please take a few steps back and take another look at all options before making a preferred route selection? A project of this size and with the number of communities impacted should have been put on hold until an in person meeting could be held.
36.	How does Route C not meet the Purpose and Need? <ul style="list-style-type: none"> <li>o Connection to I-69</li> <li>o Less environmental impacts in almost every measurable</li> <li>o Hundreds of millions of dollars less expensive</li> <li>o Quicker connection to I-69</li> <li>o Connects to Washington which has over 3 time the population of Loogootee. This has to translate in to more labor force. Both Route P and C connect to I-69 and things are equal from there.</li> <li>o According to the DEIS Comparison of Alternatives Metrics Table Route C has more benefits in almost every category.</li> </ul>
37.	When looking at connections to multi-modal locations for Crane and Jasper, both Route C and P accomplish the same goal. Doing the travel time calculations from the Haysville bridge to I-69/US 231 interchange, Route C would take less than 10 minutes longer. How does INDOT and Federal Highway justify spending





	<p>hundreds of millions more for Route P for a few minutes? Additionally, Route C creates a better link to Washington which has over 3 time the population of Loogootee which has to translate into labor force.</p>
38.	<p>Why is INDOT and Federal Highway allowing Route P to move forward as the preferred route when the U.S. Environmental Protection Agency, Indiana Department of Natural Resources, and the Indiana Department of Environmental Management all preferred upgrading existing US 231 verses building a new corridor (see below)? Not only that, the design team dismissed this option stating it doesn't meet the core goals. As everyone knows, \$75,000,000 is allocated to be spent on the existing US 231. The improvements that will be made will definitely have an impact on the Purpose and Need of the project identified in the DEIS. So how can this option be overlooked, please explain?</p> <ul style="list-style-type: none"> <li>• USEPA's Sept. 12, 2019 comment letter suggested that the project "... add passing lanes, increase shoulder widths, add turn lanes and traffic lights at intersections."</li> <li>• IDNR's March 27, 2020 comment letter stated, "It is strongly recommended that few new highways be created, while existing highways and major roads are enhanced."</li> <li>• IDEM's September 12, 2019 comment letter stated, "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."</li> </ul> <p>How can INDOT and Federal Highway ignore these comments?</p>
39.	<p>Why did improving US 231 get thrown out and not evaluated? Improving the existing corridor would easily meet the Purpose and Need outlined in the DEIS. As stated in the DEIS, improvements to the existing US 231 meet the Purpose and Need as provided below by the use of typical section adjustments, passing blisters, two-way-left-turn-lanes, signal timing adjustments, roundabouts, safety improvements, etc. All of these items would allow for better business and personal connectivity and improved connections to existing multimodal locations. Will INDOT and Federal Highway please take a deeper dive into this alternative (specifically the section north of Dubois County)?</p> <ul style="list-style-type: none"> <li>o Improve business and personal regional connectivity in Dubois County and Southern Indiana.</li> <li>o Improve highway connections to existing multimodal locations from Southern Indiana.</li> </ul>
40.	<p>Why is INDOT and Federal Highway not implementing all operational and safety improvements to existing US 231 rather than spending hundreds of millions of dollars on a new corridor, especially in the area north of Dubois County? A bypass of Loogootee is not warranted nor needed based on traffic, accidents, delays or Level of Service. Please address all.</p>
41.	<p>Why is the environmental team picking and choosing what alternative routes they compare against each other to select the preferred alternative? For example, Route C has more benefits in almost every measurable category yet the design team picks and chooses items to make the preferred route look better. It could be argued that the data they are using to justify the selection of the preferred route is inaccurate. For example, Route C connection makes an I-69 connection close to Washington which has more than 3 times the population of Loogootee which has to translate into addition workforce. Yet the DEIS states Route C has one of the lowest connections to Labor Force. How is this correct when both connect to I-69 which connect with major cities? This happens throughout the DEIS in order to justify the preferred route.</p> <ul style="list-style-type: none"> <li>• Why is INDOT and Federal Highway allowing this to happen?</li> </ul>
42.	<p>Why is the design team and DEIS not exhausting all efforts to identify the improvements to US 231 allowing it to meet the Purpose and Need? INDOT, Federal Highway, U.S. Environmental Protection Agency, Indiana Department of Natural Resources, and the Indiana Department of Environmental Management all typically exhaust all efforts to improve a corridor before building a new road. The state has programmed \$75,000,000 for improvements to US 231 which meets the Purpose and Need. INDOT and Federal Highway will you clarify why upgrades and improvements to US 231 is not an alternate to be considered?</p>
43.	<p>Governor Holcomb's announcement below of \$75M for improvements to existing US 231 does not include building a new road. INDOT and Federal Highway, this sounds like it meets the Purpose and Need identified in the DEIS. Why aren't further upgrades to existing US 231 versus a new road (especially north of Dubois County) an Alternate? Why did the design team throw it out?</p>



	<ul style="list-style-type: none"> <li>o Holcomb - "Design and construction of significant improvements to U.S. 231 in Dubois and Martin counties, between Interstates 64 and 69. Roadwork will begin as soon as 2022."</li> <li>o Holcomb - "The state will invest \$75 million for design and construction of added travel lanes, passing lanes and intersection improvements at strategic locations on U.S. 231. The improvements will significantly reduce congestion in the Jasper and Huntingburg areas and improve safety and mobility throughout the approximately 48-mile corridor from I-64 near Dale to I-69 near Crane. Construction is anticipated to begin by late 2022."</li> <li>o Holcomb - "Indiana's location and extensive transportation network make our state one of the most attractive places in the country to do business and create jobs," Gov. Holcomb said. "These projects will better connect our communities, enhance commerce within and beyond our borders and deliver value for Hoosiers for generations to come."</li> </ul> <p>US 231 is in a rural area there is plenty of right-of-way to add additional lanes, turn-lanes, passing blisters and other operational and safety improvements that would satisfy the Purpose and Need and core goals. Why isn't the design team, INDOT, or Federal Highway considering this as an alternate, especially in the area north of Dubois County?</p>
44.	<p>Why aren't roundabouts being considered at the signal locations through Loogootee?</p> <ul style="list-style-type: none"> <li>o This would improve safety, operations and provide a time savings without spending millions of dollars and would make it a unique, small community.</li> <li>o They could potentially utilize the Safe Streets and Roads for All (SS4A) Grant Program to fund these projects.</li> </ul>
45.	<p>Why isn't a boulevard section being considered through Loogootee along with roundabouts?</p> <ul style="list-style-type: none"> <li>o This would improve drive times, add safety features with right-in-right turns along the corridor, and save millions of dollars.</li> <li>o This option would also provide many benefits to the quality of life for a great rural community.</li> <li>o Loogootee and Martin County were not involved in the development of the Purpose and Need through the Mid-State RDA, so this section should be pulled from the DEIS. This section of the corridor could have independent utility and developed under a future environmental document. We don't even know how the programed local road improvements will impact the corridor. INDOT and Federal Highway will you consider?</li> </ul>
46.	<p>How does INDOT and Federal Highway justify spending hundreds of millions of dollars for a corridor between I-69 and US 231 from Crane to South of Loogootee? The new corridor would literally parallel I-69 about 8 miles away. We are utilizing a portion of the \$75,000,000 to improve this corridor which will definitely meet the Purpose and Need and core goals. Why is the design team throwing out upgrading existing US 231 as an option and going against the comments from the U.S. Environmental Protection Agency, Indiana Department of Natural Resources, and the Indiana Department of Environmental Management recommending improvements to US 231 versus building new roads, and Loogootee and Martin County's desire to improve the existing corridor?</p>
47.	<p>INDOT and Federal Highway, how can upgrades and improvements to US 231 not be considered as an Alternate when the local improvements are also taken into consideration in the DEIS and ultimately meet the Purpose and Need? These improvements will improve safety, travel times, connectivity, and operations. The specific section of the corridor referencing is from the Haysville Bridge to I-69. Build a bypass around Jasper as it may be warranted due to traffic delays and congestion, but north of Dubois County needs to be pulled out of the study. Will you consider?</p>
48.	<p>In reviewing the purpose and need against time savings, costs, traffic, goals, vision, etc., we strongly disagree with the preferred alternative recommendation mainly from the East Fork of the White River (Haysville Bridge) to I-69.</p> <ul style="list-style-type: none"> <li>o Why isn't Route P being followed to the East Fork of the White River, then follow Route C connecting into I-69? At the Washington interchange, I-69 parallels US 231 by a distance of about 8 miles. Are you seriously recommending a route between I-69 and US 231? Please explain how Route C can include the benefits of all the items below (touch on each) yet not be the preferred alternative? The time travel savings was the main argument for selecting Route P. The time savings</li> </ul>



	<p>between Route C and P identified in the DEIS is incorrect. All distances and connections are the same, except for the area between the Haysville Bridge and I-69/US 231 Interchange. When you do this calculation based on the distance, speed, existing conditions, and proposed routes there is less than a 10 minute time savings. Why do you state there is about a 20 to 30 minute time savings? Please clarify:</p> <ul style="list-style-type: none"> <li>*Tremendous cost savings - In construction cost alone the P to C route would save about \$150M over the Preferred Route P from the East Fork of the White River to the I-69 / US 231 connection.</li> <li>*Less environmental impacts</li> <li>*Less R/W impacts (potentially half)</li> <li>*Less historic site impacts</li> <li>*Less impacts to special lands</li> <li>*Less impacts to forests</li> <li>*Less impacts to river and streams</li> <li>*Less noise impacts</li> <li>*Less agricultural impacts to both general and prime farmland (which is the major business of this entire area)</li> <li>*Less endangered species impacts</li> <li>*Less relocation impacts</li> <li>*Less managed lands impacts</li> <li>*Increase to labor force</li> <li>*Relatively the same travel time from the East Fork to the I-69 / US 231 connections (less than a 3-4-minute difference without doing anything to US 231). Improvements to operations, safety, signals, etc. will only decrease this.</li> <li>*Relatively the same travel time savings to all major rail and multi-modal centers</li> </ul>
49.	How is a new corridor justified when the traffic along the existing corridor is well below the threshold of that facility? Specifically, the area between the Haysville Bridge and I-69 / US 231 interchange.
50.	How is a new corridor justified when the Level of Service (LOS) is the best it can be? Specifically, the area between the Haysville Bridge and I-69 / US 231 interchange.
51.	<p>Why do millions and millions of dollars need to be spent on a bypass around Loogootee when it is less than 2 miles from north to south, half of which is already 4 lanes? Jasper’s congestion should not be pushed on surrounding communities that do not have a problem. Simple, less expensive operational and safety alternatives should be evaluated north of Dubois County that would still meet the Purpose and Need of the project. Throwing out improvements to US 231 shouldn’t be an option. If upgrades to US 231 should not be considered, then why was \$75,000,000 allocated towards making improvements? Isn’t it because it meets a Purpose and Need which probably has many of the same core goals?</p> <ul style="list-style-type: none"> <li>o Adjusting signal timing</li> <li>o Replacing signals with roundabouts</li> <li>o Creating and boulevard section limiting left turns</li> <li>o Add passing blisters</li> <li>o Add left-turn-lanes where appropriate</li> <li>o Add right-turn-lanes where appropriate</li> </ul>
52.	INDOT and Federal Highway are struggling to maintain our existing infrastructure. Why are we not exhausting all options to improving the existing US 231? The \$75,000,000 allocated to improving the existing infrastructure is definitely a step in the right direction to meet the Purpose and Need. Why was improving US 231 thrown out when you could most definitely make the argument that it meets the Purpose and Need? It is likely an attorney could most confidently make that argument. INDOT and Federal Highway was it thrown out because there truly is no argument against it? Improving the corridor would still meet the Purpose and Need and have less impacts in almost every category.
53.	A bypass around Loogootee is not needed. Traffic numbers alone do not warrant spending tens of millions of dollars for a bypass. Loogootee is about 1.5 miles from the north to the south side half of which is already 4 lanes. Please explain the reason for this bypass? Loogootee relies on pass through traffic to feed the very few, small businesses it has. Please evaluate operational, traffic, and safety fixes that could be made to the existing US 231 through Loogootee. INDOT and Federal Highway, why are you not listening to USEPA’s,



	IDNR's, IDEM's and the residents' comments about new roadways? Why are the numerous improvements that could be made to the existing US 231 that would still meet the Purpose and Need of the project not considered?
54.	The environmental study should move forward from I-64 to a location north of Jasper and reconnect to US 231 where it forms a project with independent utility. Would INDOT and Federal Highway consider this? Does INDOT and Federal Highway agree the section of the preferred route through Martin County, Daviess County, City of Washington, and City of Loogootee be pulled from the DEIS at this time because they were not part of the Midstates RDA which originally looked at the corridor? This did not allow these communities to have a voice in the purpose and need of the project. Because of this, INDOT and Federal Highway would you consider pulling the section north of Dubois County to I-69 out of the preferred route and allow it to be evaluated through an Environmental AI once Martin County, Daviess County, Loogootee and Washington have the opportunity to evaluate the impacts and develop a purpose and need for their area and communities? This section would have independent utility.
55.	On October 15th, 2018 the City of Huntingburg, City of Jasper, Dubois County and the Mid-States Regional Development Authority entered into an interlocal agreement to evaluate the Mid-States corridor and complete the Tier 1 Environmental Impact Statement ("EIS"). Why didn't Martin County and Daviess County (nor their communities) have a seat at the table within this Interlocal Agreement? Would INDOT and Federal Highway consider taking the section from I-64 to the north side of Dubois County and allow it to function as a project with independent utility, as it will be able to connect with the existing US 231? Will INDOT and Federal Highway allow the section through Martin and Daviess County be pulled from the project and EIS at this time and evaluated in the future when there is a need to improve the corridor from a capacity standpoint as this section would also have independent utility? It should also be pulled at this time to allow for Martin County and Davies County to evaluate their options if the project is warranted once future traffic is evaluated. INDOT and Federal Highway please address this question and concern.
56.	Why was Martin County, Loogootee, Washington and Daviess County not included within the Interlocal Agreement between Dubois County, City of Huntingburg, City of Jasper and the Mid-States Corridor Regional Development Authority to evaluate the Mid-States Corridor and work with INDOT on the DEIS?
57.	Why is the DEIS not exhausting all efforts to identify the improvements to US 231 allowing it to meet the purpose and need? US 231 is in a rural area there is plenty of right-of-way to add additional lanes.
58.	Why is upgrading 231 not a viable option? By upgrading 231 and putting in passing lanes where needed and other improvements the same goal could be accomplished faster and cheaper.
59.	Why is Route P preferred when Route C to Washington has lower impact and costs \$554M-\$759M vs \$735B-\$1052B? It also less adequately addresses the project purpose.
60.	How will the state address the potential increase in traffic accidents and endangering the Amish population? Route P creates a travel barrier for the Amish community to access Loogootee for groceries and healthcare. Additionally, this will also impact school buses traveling to and from local schools. Currently, local buses do not have to cross a major intersection or highway to pick up and drop off students. How will the state compensate for the extra safety hazards? This will create more issues in maintaining existing 231.
61.	Travel time for fire/EMT will also be impacted. Their response will be reduced to traverse the corridor and change directions to help some residents when needed. What new safety protocols and training will the state provide to local fire, rescue, and emergency units to accommodate for the travel barriers in the area?
62.	In the DEIS, studies were performed in 1993, 2004, and 2011 for this roadway. Why does the project continue to get revisited only to deliver no justification for the roadway?



63.	The studies in Dubois County identify congestion and above crash rates. Martin county has no roads with above average crash rates. There is a disproportionate amount of localized congestion in Dubois compared to Martin County. Why is a road being build int Martin/Daviess County areas when the crash rate alone is not warranted?
64.	Why was Martin County excluded when personal interviews were conducted with major business leaders and developers to help with establishing the purpose and need of the project?
65.	The corridor increases the carbon footprint in the area by reducing pasture lands and other tillable crops that help reduce carbon. Is the Department of Energy aware of the reduction in carbon emissions from the corridor project? What is the state's response to this?
66.	The project creates irreversible loss. The preferred, western bypass creates greater potential impact to the human environment. Some data indicates that 2,497-3,226 acres are impacted, 70-100 residents may be displaced, 23-34 agricultural structures, and a number of businesses lost. The preferred route also impacts the highest number of prime farmland soils with lost agriculture revenue in the millions. How will that state provide assistance to these families outside the eminent domain law?
67.	<p>Many residents in Martin County are opposed to the preferred route in the DEIS. We are opposed because the need for this project is unwarranted. There are many inconsistencies in the DEIS that appear biased and solely benefit counties to the south and potentially west. In addition, the benefits for these other counties or the need for improvements, need to be maintained in Martin County. The State of Indiana awarded the existing 231 highway \$75M in upgrades which greatly enhances the needs of the current and future growth of traffic from I-64 to I-69.</p> <p>For the inconsistencies, one is the lack of consideration of Martin County in this analysis. Will the DEIS be amended to include Martin County? There is a disproportionate economic loss that comes from not including Martin County and Loogootee in the Corridor route. The economic loss is the negative population migration that is already realized in Martin County. This will increase with this route proposal. Additionally, there were virtually no considerations for the direct and indirect economic and social consequences for our community when this route by-passes Loogootee and especially Martin County. Many neighboring communities have experienced the wrath of a major highway impacting their community. It appears these studies elicit a "build it and they will come" mentality. It is rarely realized in these small rural areas. Instead, compounding negative impacts are mainly felt from a project of this magnitude.</p>
68.	Does the Mid-States Corridor RDA have the right to force a project, buy right-of-way, utilize eminent domain on Martin County and Davies County when they were not included in the RDA?
69.	A No-Build option utilizing the existing US 231 corridor north of Haysville still meets the Purpose and Need, has independent utility and the corridor currently operates at the highest Level of Service with minimal accidents. Why, with the improvements being made to US 231, is INDOT and Federal Highway not using the existing corridor?
70.	Why isn't just improving US 231, the existing road, a viable option?
71.	How does Route C not meet the purpose and need of the corridor? Route C has a quicker connection to 69, comparable low level environmental impact and is less expensive. Please explain.
72.	Why would another super highway be built when 69 is so close? Instead, provide a quicker route to the Haysville area or other location that makes sense and then utilize/connect to 69.
73.	Why would INDOT, Federal Highway, and any elected officials spend taxpayer dollars on a road that is not justified given the inequitable comparisons of all routes in the DEIS AND considering the sovereignty and economic state of our country? Explain how this is being fiscally responsible? Or, were all the funding sources codified in SB 128? Given inflation and gas prices, the project will already costs more than estimated. Please provide a new state budget and fiscal impact statement adjusted for inflation including cost of materials, labor, and gas prices. Or, will the IFA step in and a state budget is irrelevant? Please include projected contractor costs in the budget. Additionally, will INDOT and the private donors increase their appropriations? Will local and state taxes be increased to cover costs? Will a toll road be used to cover costs? These questions are relevant despite the fact that the project will commence in the future under a new administration.
74.	Why is INDOT and Federal Highway not implementing all operational and safety improvements to existing US 231 rather than spending hundreds of millions of dollars on a new corridor?



75.	The Mid-States Corridor is currently receiving federal funding. How is this possible since this project is included in statewide improvement plan? Will the project be fiscally restrained?
76.	How many acres will farmers lose in this project? Will the farmers receive reparations for farmland lost? Will farmers be able to submit a claim to crop insurance for yields lost? Will the US Department of Agriculture provide a program similar to minority farmers to assist with rebuilding their business due to acres lost? Also, drainage issues and poor water quality may occur from runoffs. How will this be addressed?
77.	<p>By creating a route that traverses county lines, in this instance, has many negative impacts to the community. The loss of tax revenue to Martin County by businesses that may be forced to move nearer to the corridor only exacerbates many of the counties existing problems.</p> <p>Martin county has the unique circumstance where nearly 65% of the county land is federally owned creating a loss of property tax revenue. There is a possibility of losing more land. Consider this: The majority of the road from the White River to Loogootee lies in Martin County only to cross into Daviess County around Loogootee. This is where more than likely business and housing would develop before it returns to Martin County for the last leg before I-69. This route simply creates more problems for the county than it will ever solve. The fact that businesses currently located in Martin County, namely Loogootee, such as convenient store gas stations and restaurants will likely be forced to move towards the corridor will yet again create a negative impact for the community.</p> <p>While our neighbors to the south have a thriving metropolitan area even many of their downtown business fear this corridor will be huge blow to their city.</p> <p>Their population of downtown residents and those within city limits will help keep all businesses running, but they never have the fear of losing tax revenue to another county, assuredly if they would, other options would be in place.</p> <p>To that point Daviess County has a great deal to gain with very little cost by the implementation of this route. These issues will only compound the problems an already struggling county has. How will the state assist counties losing property tax dollars? Will land or business owners receive a subsidy or tax credit?</p>
78.	The purpose and need for building this corridor needs to be addressed properly that includes all relevant counties and without bias. Can a new DEIS be developed that includes Martin County?
79.	What multi-modal locations are Crane and Jasper wishing to connect? They are already access the ones listed in the DEIS.
80.	What is the core goal for this highway? It must be speed. Given the DEIS, there is not a significant increase in the transfer of goods and services. As a result, there is no justification for building this road.
81.	<p>Loogootee and the residents of Martin County are an extremely proud small community. While the purpose and need of a mid-state corridor are to actually improve community connectivity, they focus on travel times and more regional gains compared to the social aspect of a rural setting. There is a specific reason the residents decide to raise a family here. There are downtown businesses where neighbors see each other, to the churches where families have attended for generations. We consider this a special place. This proposed route undercuts the town by removing much needed traffic for its businesses without any economic gain. It could even remove a large portion of traffic from the entire county if the route goes west. While the businesses in Loogootee “pay the bills” with community traffic, what truly makes them successful is the flow of outside traffic from those passing through. There are numerous examples in rural areas where a bypass has ultimately shuttered a town or community. we do not want to be one of these communities for the benefit of other larger metropolitan areas.</p> <p>It should be noted during the pandemic there were many former residents who actually returned to Martin County because of these same sentiments. This did not just happen here, but to many rural areas and while some returned to the urban areas, some ultimately stayed.</p> <p>There is a safety that people feel with reduced crime rates, neighbors willing to help one another, cheaper costs of living, land where residents could grow gardens, and overall sense of care.</p> <p>When a road bypasses a community, many times the focus is on what it could potentially bring, but those are often never realized. Most of the time it is a deluge of negative impacts that residents are forced to deal with. What options are available to Martin County to exclude our community from the corridor?</p>
82.	With the implementation of any State or Federal taking of land, those residents who would be displaced have a much more difficult task to find housing in Martin County than most other areas. With a limited



	<p>selection of viable options in the county, and the inability of those who own land willing to sell or the fact that the asking price is out of budget, the reality is many of those displaced will leave the community and never return. Unless there is a close family tie this route will be a forced migration of young families to the elderly. If there is a struggle to find suitable housing or land to build on, why would a family not move to another community with more options, that could potentially be closer to their workplace, in Jasper or Bloomington? Some of the older residents who lay in the path have already noted that they would not re-build and perhaps move closer to other family members in other cities, possibly other states. If those elderly do not re-build that creates more of a void in the housing market for the future and even less options for those who may be looking.</p> <p>This issue puts a direct strain on the Loogootee School System by the loss of enrollment. While it is suggested one of the advantages of the road will be more of a positive migration to the county versus the negative one it already has, if housing is not already available, once those citizens move out, it would be very difficult for them to want to return to community that displaced them.</p> <p>The loss of enrollment becomes a serious factor to the budget of a small school such as Loogootee. While they have many positive attributes that makes them successful, they have a need for enrollment to help generate state support for each student.</p> <p>Once again, by selecting the western route, students and families that may potentially build near the route would be in Daviess County and many may elect to attend a Daviess County school. These are real problems Martin County is trying to address and knows the needs, but creating more barriers once again suggests our community was given little to no thought in creating the preferred route. When will the preferred route be re-evaluated to consider the impacts of the surrounding communities?</p>
83.	<p>While some projects necessitate the taking of land, the Martin County portion of this route P is unjustified. There could certainly be arguments made for a bypass in Dubois County. With a population of around 45,000 and over one-third of that living in Jasper a bypass may be warranted. In comparison the population of Loogootee is around 2,500 and approximately 10,000 residents in Martin County. The taking of our most precious natural resource is an irreversible loss. The land that is imperative for the production of food is just as relevant as are the habitats of displaced wildlife. The increased difficulty of animals to migrate to and from will be greatly impacted.</p> <p>When land is taken out of production in the agricultural sector, some of those net losses can be made up by improved efficiencies created by the farmer. However, there is no replacing decades old trees and their role in reducing carbon to gain a mere few minutes for truck travel to inter-modal facilities. Along those same lines, farmers are now joining the fight in reducing the carbon footprint that many of these industry titans have created from their factories by growing green crops and selling those credits to companies who have created a negative impact.</p> <p>By reducing the total acres for these needs now and in the future, we will continue to struggle solving some of the environmental issues that have been created in the past.</p> <p>All of these factors must be considered when a loss of land is forced more so now than ever before. A time savings factor will also have a negative impact for those creating once again more troubles than answers.</p> <p>There were also other routes that still met the purpose and need at a much less environmental impact and overall cheaper cost. Those routes that helped increase traffic on an underutilized I-69 might have not had the most truck hours saved, but still accomplished the goals with fewer overall impacts.</p>
84.	<p>While a very thorough report was completed for the TIER 1 phase there were many questions that it raises in the actual needs for spending over \$1 billion. The majority of the interest lies in Dubois County, from the stakeholders and interviews performed there could be a justification. The drive time from Loogootee to the north side of Jasper is roughly equivalent to the drive time going from the north side of Jasper to the South side and assuredly a bypass could improve that. The improvements that are already scheduled on the existing 231 and possibly adding to those would most likely decrease the drive time even more at little cost. While the improvements solution may not check all the boxes for the federal funds, it is important to note</p>



	<p>that it is all our responsibilities to use those funds as if it were coming out of our own pocket.</p> <p>Throughout the report, it finds that Crane located in Martin County is in need of increased workforce. Finding those people from outside Martin County is a viable option. However, when it is suggested eliciting workers from Dubois County to help fill that void, it does not answer the question of filling the past, current, and most likely future void that Dubois County itself has in filling positions within their own county. While there are a number of current Dubois County residents that are employed at CRANE, common sense suggests very little of the void will be filled from a county that already has one of the lowest unemployment rates in the entire state of Indiana. If a road helps fill those workforce gaps, then Bloomington, Ellettsville, and Martinsville should be at the top of the list of helping fill those gaps as I-69 runs right through those highly populated communities, but it does not and nor will a mid-states corridor. This once again leaves one with more issues than solutions.</p>
85.	Why are some names of the individuals and businesses participating in the RDA not listed? Does a FOI request need to be submitted to local government for the public to obtain the identity of the anonymous participants? Please explain how and why this information is hidden from taxpayers?
86.	Was IC 8-23, IC 36, and specifically IC 36-7.6 amended or repealed as a result of SB 128? Or, was this added to the state code? What was changed in the state code from 2016 to the bill's effective date of July 2017? Who sponsored this bill during the 2017 IGA? Did any state agency include the items in SB 128 as part of their legislative agenda for the 2017 session? Would the Mid-States Corridor DEIS and RDA exist without the passing of SB 128? How did RDAs operate prior to passing SB 128? Is SB 128 an abuse of power?
87.	Is an investigation needed on the development and authority of the RDA including their activities? Were potential members including entire towns excluded from the RDA due to insufficient funds or inability to pay the cover charge to sit at the table with the other elite donors? Can the RDA make decisions on behalf of a town and have a DEIS drafted that impacts its residents without consulting town officials or including them in the RDA? Does the RDA have the authority to potentially allocate taxpayer dollars from these towns without approval from the town? Does the RDA have the authority to select a route that is detrimental to a town's business income without consulting that town? Will the RDA or Indiana Financial Authority (IFA) provide reparations for lost wages and taxable income to the town? Were such financial burdens considered in the Fiscal Impact Statement of SB 128? Was or will fraud be committed?
88.	Does the Mid-States Corridor RDA have the right to force a project, buy right-of-way, utilize eminent domain on an area (Martin County and Daviess County) that was not part of the RDA?
89.	Why does the DEIS only compare costs for routes M, O, and P?
90.	Why is the environmental team picking and choosing what alternative routes they compare the preferred alternative to throughout the DEIS in order to justify the preferred route? Why is INDOT and Federal Highway allowing this to happen?
91.	Who are all of the private members that donated to the "Member Match" for the Project? Please provide a complete list.
92.	Was the DEIS completed by Lochmueller fair and impartial? Why is Route P the preferred route when other alternatives are safer, less expensive, have minimal impacts to the environment, land, quality of life, and businesses? These other routes also meet the purpose and need of the project, but yet were not selected.
93.	I am a Martin County resident who is opposed to the construction of a new terrain highway through our county. We would like to see upgrades to existing US 231 instead. It is our understanding that funds have already been allocated for improvements in the amount of \$75 million dollars. The existing corridor operates at the highest level of service and meets the purpose and need defined by INDOT. Why would Federal Highway and INDOT spend billions of dollars on a new corridor? The Lochmueller Group's latest offering of four different routes in the Loogootee area, three which bypass Loogootee are unacceptable. P2 is preferred route for Loogootee with restrictions. We request that a comprehensive study with detailed information be completed regarding US 231 including P2 be completed prior to the approval of the DEIS.
94.	As a resident of Martin County I would prefer Route P2 as it would sustain and generate development within Martin County. Will INDOT and Federal Highway further study this alternate prior to approval of the DEIS?





95.	Improving the existing US 231 corridor, Route P2, would continue to allow safe and easy access to downtown Loogootee for their essential needs. Will INDOT and Federal Highway further study this alternate prior to the FEIS to illustrate how this could become reality?