



**MID-STATES
CORRIDOR**

APPENDIX OO – AMISH OUTREACH

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for

Indiana Department of Transportation
Mid-States Corridor Regional Development Authority

JUNE 21, 2023

Prepared by

Mid-States Corridor Project Consultant





TABLE OF CONTENTS

Amish Communities.....	3
Early Outreach	3
Alternative P Outreach	5
Daviess County Amish Meeting.....	5
Martin and Daviess County Amish Meeting.....	6
Alternative RPA P Outreach.....	6
Amish Meeting to discuss RPA P	6



Amish Communities

The State of Indiana has the 3rd largest Amish population in the United States, with multiple Amish communities spread throughout the state. Two concentrations of Amish populations could be impacted by this project if any of the three alternatives associated with Alternative O or P are selected. The project team has taken a proactive approach to engaging these Amish communities for the following reasons:

- Potential for right-of-way impacts
- Mobility challenges posed by access limitations and/or transportation facility types
- Mobility challenges that impact their ability to attend public meetings not proximate to their home
- Religious and daily practices limiting and/or prohibiting the use of electronic devices to retrieve project information

The following summarizes measures taken to this point and plans for subsequent contact and communication.

Early Outreach

Orange/Lawrence County Area Communities

On Saturday, March 7, 2020, Lochmueller Group (LG) met with multiple members of the Amish community in the Orange and Lawrence County area to provide information on the project and to coordinate a larger meeting to be held at a local gathering place. LG met with individuals at four separate locations. His final meeting involved a local committee member. A committee member is an elder leader within their community. The committee member shared that he felt O would impact their community. He also shared members of their community have residences and property from Orangeville on the south and west boundary to just east of SR 37 and north to nearly SR 60.

The larger meeting was held on Thursday, March 12, 2020, at 6 p.m. (EST) at the schoolhouse on Fleenor Road in northern Orange County. LG and INDOT facilitated the meeting and provided a brief project background, update, and answered questions. Approximately 20 members of the Amish community were in attendance (some members were reluctant to sign in and left it to the committee members in attendance). At least one non-Amish neighbor was in attendance. Primary elements of discussion included:

- Physically dividing the community with a major highway
- Restricting access across the facility and increasing travel distance and time
- Concerns about potential impacts to the Hoosier National Forest, karst features, family cemeteries, etc.
- Use existing roads with upgrades instead of new terrain
- Participants helped the project team identify on a map where many of the community families lived



Attendees were provided copies of the handouts and questionnaire that were utilized during the Screening of Alternatives Public Information Meetings held in February. Several additional copies were provided to the committee members for others within the community to complete and mail to the project team.

Future Coordination: A Point of Contact (POC) for the community was established to maintain a line of communication for subsequent meetings (as needed) and to communicate information about the release of the Draft Environmental Impact Statement slated for the fall of 2020. The group felt additional meetings would be warranted if Alternative O was the recommended preferred alternative. The Draft Environmental Impact Statement identified Alternative P. The FEIS preferred alternative is Refined Preferred Alternative P (RPA P) which is a refinement of Alternative P.

Daviess/Martin County Area Communities

On Monday, March 9, 2020, LG held multiple meetings with members of the Amish community in the Daviess and Martin County area to provide information on the project and to coordinate a larger meeting to be held at a local gathering place. At the first of two meetings, a community member agreed to coordinate a future larger meeting. The representative noted that he and others from the community had attended the public meeting in Loogootee and had been spreading word about the project among the community.

The larger meeting was held on Wednesday, March 18, 2020, at 6:30 p.m. (EST) at the residence and workshop of one of the local community members just off US 231 in Martin County. Representatives of LG and INDOT facilitated the meeting and provided a brief project background, update, and answered questions. Approximately 30 members of the Amish community were in attendance. A sign in sheet was available and several attendees did sign in. Primary elements of discussion included:

- For the most part, existing US 231 is the eastern boundary of their community, would it be viable to look at alternatives east of US 231 near the Crane property lines
- Physically dividing the community with a major highway, including concerns with impacts to some of the primary east/west and north/south county roads
- Restricting access across the facility and increasing travel distance and time – identified the primary east/west and north/south roads utilized by their communities
- Safety of their travelers, especially as it relates to noise that distracts and alarms horses
- Concerns with steep grades should there be overpasses
- Participants noted that most families within their community live between I-69 to the west, US 50 to the south, US 231 to the east and SR 58 to the north

Attendees were provided copies of the handouts and questionnaire that were utilized during the Screening of Alternatives Public Information Meetings held in February. Several additional copies were provided to the committee members for others within the community to complete and mail to the project team.



Alternative P Outreach

Additional outreach with members of the Amish communities in Daviess and Martin counties was conducted after the release of the Draft Environmental Impact Statement (DEIS) to ensure quality feedback as well as representation from multiple Amish communities. The project team worked with local Amish leaders to encourage a discussion with their community about the identification of Alternative P as the preferred alternative in the DEIS. Two meetings were held after the release of the DEIS.

There were common discussion themes from each group.

- Alternative P would significantly impact the travel habits of Amish residents in the area
- Horse-drawn vehicle travel is impacted by multiple factors which need to be considered as part of the decision-making process
 - Reduced access will significantly increase travel times
 - Typically avoid traveling on US 231 or other state highways due to volume, type, and speed of traffic
 - Need good local roadway facilities for their primary travel needs
 - Good site distance important for crossing high speed facilities
 - Need adequate median width (refuge area) when crossing four-lane divided facilities
 - Traffic noise can distract and alarm horses
 - Prefer underpass options over at-grade or overpass options
 - Overpass grades need to be more gradual for horses and to avoid buggy slipping
- High cost and low availability of similar property to replace impacted Amish farms
- Potential negative impacts on Amish businesses
- Cultural barriers to Amish involvement

Daviess County Amish Meeting

On November 9, 2022, a meeting was held at a venue provided by a member of the community on CR 1200 in east Daviess County. Project representatives facilitated the meeting. The project team provided an update of the project status, the identification of a preferred alternative and the public involvement goals. Approximately 30 members of the Amish community attended the meeting.

Large-scale maps of the preferred alternative were available to assist in discussions. Beyond the common discussion themes noted above, the group noted that Odon is the primary commerce center for members of their community. Project team members noted that comments received on the DEIS could lead to alternative refinements. The full meeting summary, sign-in sheet and meeting materials are contained in this appendix.



Martin and Daviess County Amish Meeting

On November 22, 2022, a meeting was held at J&M Millworks north of Loogootee. Project representatives facilitated the meeting. As with the meeting held on November 9th, they provided an update on the selection of Alternative P as the preferred alternative in the DEIS. It was noted that the meeting provided an opportunity for the project team to better understand any concerns and questions from the perspective of the Amish residents, especially as it relates to travel patterns, interaction with neighboring communities such as Loogootee, impacts to their work, commerce and day to day lives. Beyond the common discussion themes noted above, this group raised additional items for consideration. They included:

- Loogootee is the primary commerce center for members of their community
- Avoid impacting CR 1200 E because it is a primary north-south travel corridor for residents traveling to and from Loogootee
- Need to maintain east-west access to Loogootee via CR 150 N (their preferred route into the city) – prefer underpass option over at-grade or overpass options

The full meeting summary, sign-in sheet and meeting materials are contained in this appendix.

Alternative RPA P Outreach

As stated in Chapter 7 of the Final Environmental Impact Statement (FEIS), the project team made outreach efforts to collect additional information in response to DEIS comments that expressed concern about the selection of the western variation of Alternative P at Loogootee. Feedback from local public officials and stakeholders and the resulting outreach with these groups, including Amish communities in Martin and Daviess County, led to the decision to carry forward multiple variations in the Loogootee area for further analysis in the Tier 2 studies. These variations are part of RPA P, which is the FEIS preferred alternative. These variations are confined to Section of Independent Utility (SIU) 4¹ for RPA P. Since Loogootee is the primary commerce center for the Amish community members just north of the city, the project team decided to schedule a meeting for further discussion with the community about the decision to add new variations for consideration during Tier 2.

Amish Meeting to discuss RPA P

On March 22, 2023, a meeting was held at Flat Creek Amish School in Martin County. Project representatives facilitated the meeting with an update on the addition of three variations in the Loogootee area. The attendees were told of the process that led to the addition of three new variations in the Loogootee area after the publication of the DEIS. It was explained that in response to public comments on the selection of Alternative P, changes were made to provide more flexibility in the Tier 2 studies when more detailed analysis takes place. These variations are part of RPA P, which is the FEIS preferred alternative and are confined to Section of Independent Utility (SIU) 4 for RPA P. Community members expressed similar concerns as in previous discussions. Additional questions were raised relative to project timing, next steps, and project funding. It was noted that timing for subsequent Tier 2 studies (provided a Build Alternative is identified in the ROD) would not be known until the completion

¹ A Tier 1 EIS identifies independent sections which will be analyzed in separate Tier 2 NEPA documents. See **Section 2.7 – Tier 2 Sections**, in Volume I of this FEIS.



of the Tier 1 Study and that funding had yet to be identified for any subsequent work. If Tier 2 studies do proceed, the project team will conduct similar meetings with potentially impacted Amish communities to inform decisions on alignment, access, etc. Representation on a Community Advisory Committee (CAC) would be solicited as well. The team shared that the immediate next steps were to continue with the preparation of the Final Environmental Impact Statement.

The full meeting summary, sign-in sheet and meeting materials are contained in this appendix.



MEETING SUMMARY

Date of Meeting: March 12, 2020 **Re:** Coordination with Orange and Lawrence County Area Amish Community

Location: Schoolhouse off Fleenor Road in northern Orange County **Issue Date:** March 20, 2020

Submitted By: **Nick Jahn**

In Attendance:

(Note most attendees chose not to sign in)

Nick Jahn, VS Engineering

Alex Daugherty, VS Engineering

Kyanna Moon, INDOT

Approximately 20 attendees mostly Amish with at least one non-Amish neighbor

ITEMS DISCUSSED:

Nick Jahn gave a general presentation following the pamphlet that was distributed. Boards of "O" Alignment for Orange and Lawrence County as well as board of all overall alignments were available. An additional roll plot of area was available for meeting attendees to identify their properties. General information regarding the process (Tier 1, Tier 2, Design and Construction) and schedule was covered.

It was also explained that all routes are evaluated against the same criteria and the results of those evaluations will be presented in a similar manner as what was done in the screening report. A member of the public had a copy of the screening report and the evaluation tables were shown to those in attendance.

Offered to hold an additional meeting in a few months to update community of any changes that might have occurred.

After the meeting we were made aware that English is the third language learned by this community (German, Pennsylvania Dutch (a German Dialect) and then English). Some of younger members understood what was being discussed, but perhaps some of the

May 28, 2020

Page 2

items presented were not fully understood. Per the above, an additional future meeting was offered to clear up any questions that might still be out there.

Below are a list of general questions that were answered as Kyanna Moon and Nick Jahn spoke individually and in small groups with public attendees:

Asked if this a state or federally funded project? Currently the project is funded by a regional development authority; however, it is a partnership between INDOT and the Regional Development Authority

Who is funding the RDA? Currently the RDA is comprised of the City of Jasper, City of Huntingburg, Dubois County and Spencer County. It is anticipated that other local units of government will join the RDA once the route is now. Private businesses have also contributed funds to the RDA.

When will we know if our land will be acquired? The Tier 1 study will identify a preferred route, facility type and 2,000 ft. Corridor. If your property is in the 2,000 ft corridor, then the possibility exists that your land will be acquired. Those decisions will not be made until the end of Tier 2 at the earliest. Tier 2 is not currently funded.

Will all comments submitted by the public be seen? All comments provided by the public go in a comment tracking database and are part of the official record.

Impacts on small towns (used Oolitic as an example). Small towns may be impacted. Stated that local communities will want to update comprehensive plans to account for corridor should an alternative pass through or around their community.

Why can existing highway not be used? Explained that Alternative R where US 231 was upgraded was considered, but due to the large amount of human and cultural impacts, it was removed from further screening. It was explained why upgrading US 231 resulted in increased impacts (design speed, geometrics, access, etc.).

Will karst features be researched? It was explained that karst features are being considered in both impact and cost. Tier 1 is utilizing mapped databases; however, Tier 2 would likely include more detailed on-the-ground surveys and testing to better understand karst systems should an eastern alternative be selected in Tier 1.

Why is the four lane north of Mitchel not being used? Improved SR 37 is being utilized for the northeastern alignments. If a freeway facility type is selected, then it would be further improved to freeway standards.

Why is Jasper the only city to benefit? Jasper will benefit as all alignments pass through Dubois County. Depending on the recommended alignment, other communities will benefit as well.

How much of Hoosier national forest will be affected? There are certainly parcels within HNF's acquisition area that are within the study bands. The exact impacts aren't yet known though. Representatives of the forestry service were recently part of an

May 28, 2020

Page 3

extensive two-day update w/ regulatory agencies that included a tour of the potential routes. Regulatory input will also be very important part of the evaluation process.

Will family cemeteries be affected? The desire is to not impact cemeteries and it is reasonable to assume that even if one is discovered within the final 2,000 foot corridor, it could be avoided since the actual roadway will not be 2,000 ft wide.

How will this affect Crane and are they involved with the planning? CRANE representatives have been attending RIIT team meetings and have provided input that is being incorporated into the study. Freight will continue to use the west gate. They are not advocating for a specific route.

Will this split up the Amish community? The desire is to minimize impacts as much as possible and that is why it is important to identify not only your all's property (referencing those in attendance), but also families that are not here so that if adjustments are made, other Amish communities are not inadvertently impacted.

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



MEETING SUMMARY

Date of Meeting: March 18, 2020 **Re:** Coordination with Daviess and Martin County Area Amish Community

Location: Workshop of Committee Member on US 231 in Northeast Daviess County **Issue Date:** March 23, 2020

Submitted By: **David Goffinet**

In Attendance:

(Note most attendees chose not to sign in)

Jason DuPont, Lochmueller

David Goffinet, Lochmueller

Kyanna Moon, INDOT

Approximately 30 attendees mostly Amish with at least one non-Amish neighbor

ITEMS DISCUSSED:

Jason DuPont gave a presentation generally outlining the process followed from the start of the process to where we are today. Participants were provided copies of the handout provided at the most recent round of Public Information Meetings. Boards of the "P" Alignment for Dubois, Daviess, and Martin counties was available throughout the discussion.

David Goffinet solicited input from the group if one of the three alternatives identified as route P was recommended.

Primary elements of discussion included:

- For the most part, existing US 231 is the eastern boundary of their community, would it be viable to look at alternatives east of US 231 near the Crane property lines
- Physically dividing the community with a major highway, including concerns with impacts to some of the primary north/south county roads

May 28, 2020

Page 2

- Restricting access across the facility and increasing travel distance and time – identified the primary east/west and north/south roads utilized by their communities
 - 1200 N, 800 N, 1000 N /Raglesville Rd, 700 N, 350 N, 250 N, 150 N, and 1200E
- Safety of their travelers, especially as it relates to noise that distracts and alarms horses
- Concerns with steep grades should there be overpasses
- Prefer Super-2 over other options – will consider using this facility type during off peak travel times
- Participants noted that most families within their community live between I-69 to the west, US 50 to the south, US 231 to the east and SR 58 to the north

Questions were raised regarding the following:

- Timing of future steps beyond Tier 1
- Should property owners delay plans for building homes, outbuildings, and completing renovations
- How the acquisition process works
- How we will stay in touch with the community

Attendees were provided copies of the handouts and questionnaire that were utilized during the Screening of Alternatives Public Information Meetings held in February. Several additional copies were provided to the committee members for others within the community to complete and mail to the project team.

Future Coordination: A Point of Contact (POC) for the community was established in order to maintain a line of communication for subsequent meetings (as needed) and to communicate information about the release of the Draft Environmental Impact Statement slated for the fall of 2020. It is reasonable to assume that additional group meetings would be warranted if the recommended preferred alternative is route P.

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



MEETING SUMMARY

Date of Meeting: November 9, 2022 **Re:** Coordination with Daviess County Area Amish Community

Location: John Wagler's Pole barn on CR 1200 E Daviess County **Issue Date:** November 16, 2022

Submitted By: Lucas Foertsch

In Attendance:

Jason DuPont, Lochmueller
Lucas Foertsch, Lochmueller
Kyanna Wheeler, INDOT
Approximately 30 attendees, mostly Amish. See Attached Sign-in Sheet.

ITEMS DISCUSSED:

Jason DuPont gave a presentation generally outlining the current project status, the preferred alternative, and the goals of public involvement at this stage. This overview included an explanation of the tiered environmental study approach and why it is paramount that we receive input and opinions from all members of the community. There was a specific emphasis on seeking information about local horse and buggy traffic including frequented routes, areas of concern, and what accommodations would be best suited for Amish vehicles. The main objective was to ascertain tangible needs and local information from the Daviess County area Amish community so that information could be incorporated into the project design moving forward.

Following Jason's introduction, the floor was opened for any questions. After about 5-10 minutes of discussion, groups formed around the aerial maps of the preferred alternative to discuss routes and continue asking questions about local resources shown on the maps.

Primary elements of discussion included:

- The Tier 1 DEIS identified Route P as the preferred alternative

March 23, 2023

Page 2

- Showing where Route P is currently aligned relative to members of the Daviess County Amish community
- The Tier 1 DEIS identified the preferred alternative. Comments received on the DEIS are currently being evaluated, including consideration of refinements to the preferred alternative.
- Discussing potential access availability across the facility and concerns about increasing travel distance and time – identified the primary east/west and north/south roads utilized by their communities
 - 1200 N, 800 N/Bramble Rd, 950 N Raglesville Rd, 700 N, 350 N, 250 N, 150 N, and 1200 E
- Safety of their travelers, especially relating to noise that distracts and alarms horses
- One gentleman noted that it is often easier to integrate with traffic than cross busy roads with high speed limits
- Concerns with steep grades and whether there should be overpasses
- The majority of the community seems to be moving north and east over time, so the volume of traffic is increasing in those areas. However, news of the preferred alternative may change that
- Prefer Super-2 over other options – will consider using this facility type during off peak travel times

Questions were raised regarding the following:

- If the Route east of Loogootee is out of consideration
 - Comments on the DEIS are being considered at this time. This could include refinements to the preferred alternative.
- How will horse and buggy traffic cross 2-4 lanes
 - Final access accommodations will be determined during Tier 2, which will include additional coordination on buggy needs. The current coordination is to identify those issues and locations that need consideration.
- Will Amish be able to travel on the Mid-States Corridor post construction
 - This will depend on the facility type determined during Tier 2 (Amish are not prohibited from traveling on expressway or Super 2 facilities)
- When will decisions about overpasses, underpasses, or at-grade intersections be made
 - Final access accommodations will be determined during Tier 2.
- What is the overall project timeframe
 - No schedule is currently identified after Tier 1. Funding still needs to be identified to schedule subsequent phases. The anticipation is that the

March 23, 2023

Page 3

Tier 2 projects will be advanced sequentially as opposed to concurrently. However, there is no priority currently established.

Future Coordination: A Point of Contact (POC) for the community was established in order to maintain a line of communication for subsequent meetings (as needed) and to communicate future project information. It is reasonable to assume that further coordination will occur if changes are made to the preferred alternative.

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

MEETING SIGN IN

11/9/22

NAME

ADDRESS / PHONE

Robert Schwartz

Mark Wagler

Albert Knepp

Nick Graber

George Kute

John N. Graber

Johnny Graber Jr.

David J Wagler

Dennis Kutch

Francis G. Wagler

Martin Raber

Darvin Graber

David Ray Graber

Willis W Graber

Samuel J Wagler

Joe Graber Jr.

Edam Wagler

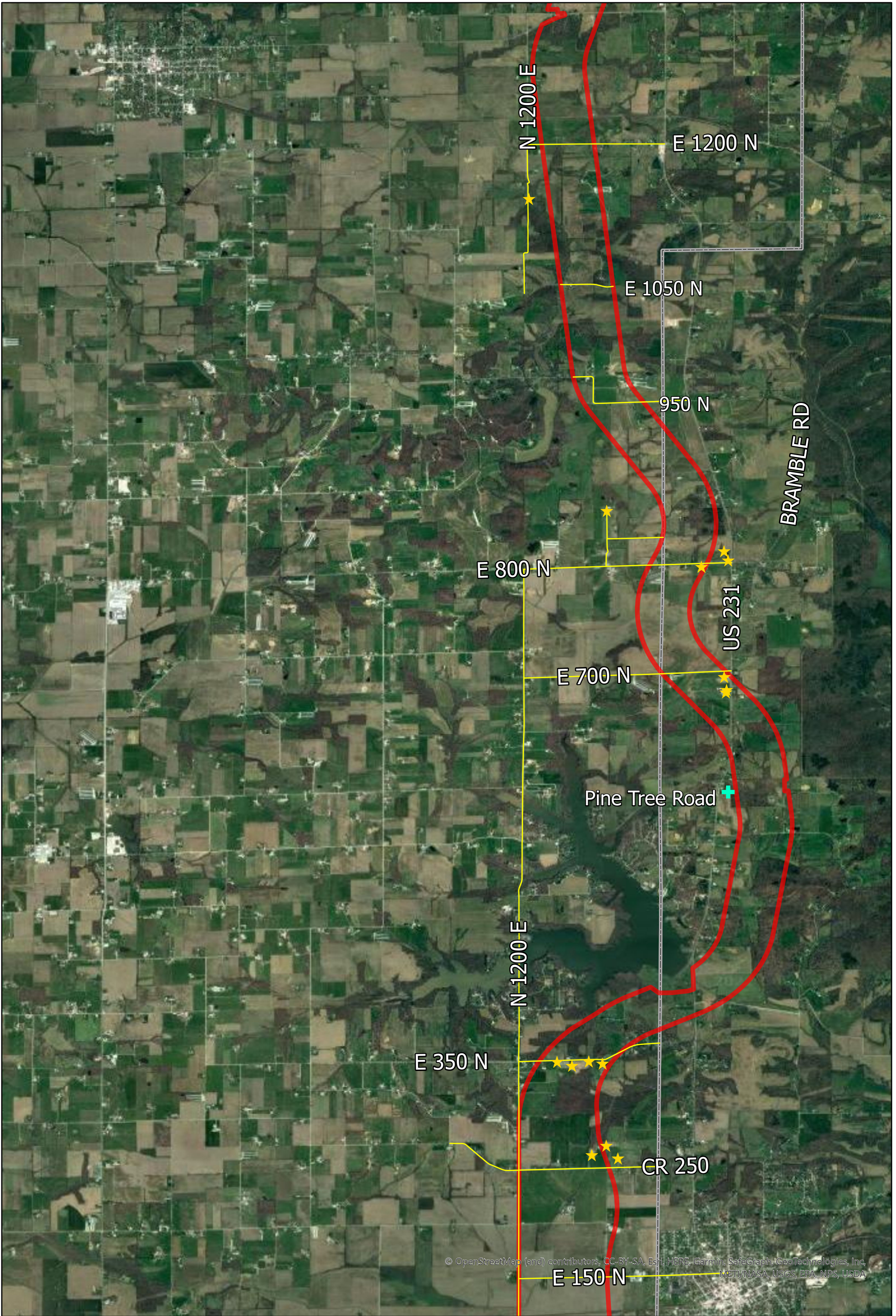
John G. Wagler

Aden Wagler

Nicholas Wagle

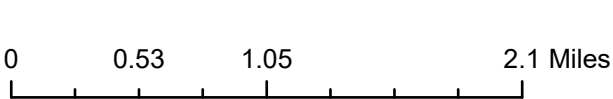
Phillip Longacher

Ben Wagler



© OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Identified Properties	New Alignments
Cemetary	County Boundaries
Home	Important Routes





MEETING SUMMARY

Date of Meeting: November 22, 2022 **Re:** Coordination with Daviess and Martin County Area Amish Community

Location: J&M Millworks **Issue Date:** November __, 2022

Submitted By: David Goffinet

In Attendance:

Jason DuPont, Lochmueller
David Goffinet, Lochmueller
Kyanna Wheeler, INDOT
Lucas Foertsch, Lochmueller
See attached Sign-In Sheet for others in attendance

ITEMS DISCUSSED:

Jason DuPont spoke about the progress on study effort since the public hearings held in April. He reiterated that Alternative P had been recommended as the Preferred Alternative and that the team was busy preparing responses to comments and conducting meetings with local officials from Martin County as well as two meetings with members of Amish communities in Martin and Daviess counties in proximity to the Alternative P. Jason noted these meetings provided an opportunity for the team to better understand the concerns and questions from the perspective of the Amish communities, especially as it relates to their travel patterns, interaction with communities such as Loogootee, impacts to their work, commerce, and their day to day lives.

The bulleted list below represents the comments, questions, and interactions during the meeting.

- Will there be underpasses or crossings at CR 150 N and CR 250 N? It was confirmed that CR 150 N is the most utilized access road into Loogootee for the Amish community members from the west. Jason noted that access decisions, either at-grade or grade-separated are made during the tier 2 process. However,

the team utilizes meetings such as this to solicit feedback on these matters to inform planning level assumptions during the tier 2 process.

- An individual that is not a member of the Amish community noted that when access studies are conducted that traffic counts don't reflect horse and buggy travel. He asked how the project team would account for their movements. Jason indicated that additional meetings and discussions, such as this would continue during the tier 2 process.
- On multiple occasions it was noted that upgrades to CR 1200 E, in the fashion of Cannelburg Road (CR 900 E) would be a benefit to the community. There is a feeling that his roadway may get even more traffic (motorized and non-motorized) if a new terrain roadway is built. It was noted that the Cannelburg Road project was a local project with INDOT participation and that consideration of upgrades to CR 1200 E would need to be driven from the local public agency (Daviness County).
- It was noted that provided underpasses for horse and buggy movements is by far the safest and most desired. Additionally, that 3-sided box culverts with gravel roadway would more than satisfy their needs and would perhaps be a more affordable option.
- It was noted that a Super-2 option, with wide shoulders (10') and potential passing lanes would potentially pose as big a challenge for crossing with horse and buggy as an expressway if the crossing is at-grade.
- There is quite a bit of heavy truck traffic on CR 1200 E and CR 800 N
- The communities represented at this meeting are more likely to travel to Loogootee for needed goods and services than Odon.
- How close is too close for a new roadway to be located next to homes and outbuildings, noise was mentioned too? Each impacted parcel is handled on a case-by-case basis. How the current use of the property is impacted is a factor as well, such as livestock, farming, etc. In the end, a determination will be made for each specific parcel, as well as homes or buildings on the property.
- If the decision is to go with a Super 2, does it have to be on new terrain or could it be on the existing US 231 alignment? The recommended preferred is on new alignment. There are also some potential improvements that may be made to existing US 231 as well. These potential improvements were noted as illustrative in the Draft Environmental Impact Statement.
- How do you decide between a four-lane or two-lane? There are several metrics that are considered when making these decisions, such as improvements to freight movement. In the end, performance against Purpose & Need, impacts and costs are all examined, and a decision is made based on that information.

For clarification purposes, it was noted that a Super 2 is considerably more than half the cost of a four-lane facility.

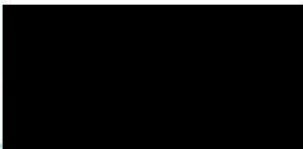
- Is there an option where the tier 1, tier 2 and construction of the roadway through Dubois County could happen and then you stay on existing US 231 starting at the White River crossing? The tier 2 studies will likely be conducted one at a time. It is also possible that the first one completed would be the portion of the project in Dubois County, although that decision has not yet been made. That said that option was not recommended as the preferred alternative corridor.
- Why is the upgrade to US 231 in Martin County option not a good one? The primary concern with this option is the number of homes along the corridor that would be impacted (relocated) along the corridor.
- You cross existing US 231 multiple times in Martin County. Why is that and aren't you trying to avoid so many turns? The primary reason the proposed corridor crosses from the west to the east side of US 231 and back north of Loogootee is West Boggs Lake. The corridor has multiple curves along the way to avoid impacts to things such as homes, turkey barns, major utility corridors, etc.
- Would overpasses be considered at CR 700 N and CR 800 N? As previously noted, access decisions will be made during the tier 2 study. Would one of them have greater usage or be more needed? Both are quite utilized. Additionally, the decision on the location of the new terrain roadway may influence which is more important to the community. For example, if more families were now on the east side of US 231 near CR 700 N versus CR 800 N, safe access across may be more important there.
- Amish community members will use wide shoulders for horse and buggy travel, albeit they will tend to avoid those roadways during heavy traffic times (peak hours).
- Why are the corridor lines wider to the west of Loogootee than along the rest of the corridor? There are a few historic structures in that area and the wider corridor gave additional room to look to avoid impacts to these farms, homes and buildings.
- Daviess County has purchased 2.5 acres of property at the NE corner of CR 1200 E and CR 250 N for a new firehouse. (Project team to confirm with local officials)
- Near CR 700 N, could the recommended preferred corridor (Alternative P) remain on the east side of existing US 231 further north before shifting back across to the west? This may allow for avoiding more homes and crossing of CR 700 N (Ts into US 231 – does not continue east).

March 23, 2023

Page 4

- If the alternative crosses both CR 150 N and CR 200 N and one was closed, what would be the reaction to closing CR 200 N? CR 150 N is paved and would be expected to be preferred by all.
- Can the Amish community continue to build within the recommended corridor? It would be appropriate to continue with any plans you may have for building understanding that the planning and development of the Mid-States Corridor will continue. It would also be advisable to maintain records of your expenses for this effort if there is eventually an impact to that structure.
- For future reference it would be helpful to have a scale or some representation to help people comprehend what the difference is between the approximately 2,000' corridor width and the likely approximately 300' to 500' RW width that would be needed for a new terrain roadway
- Would there be a need for or preference for a frontage road for north-south travel over utilizing shoulders on a new terrain facility? The preference for the Amish communities is to ride on lower volume roads, especially when those roadways are generally flat and have good sight distances.
- It is preferred to have underpasses versus overpasses if grade separated. Prefer to have some cross access without having to cross multiple lanes of traffic.
- After the initial discussion, the group reconvened to a large map of the area from Loogootee to I-69. The group helped identify primary travel routes, Amish homes and other features in the vicinity of the proposed corridor. Lucas compiled this onto an electronic map which is included with this summary.

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

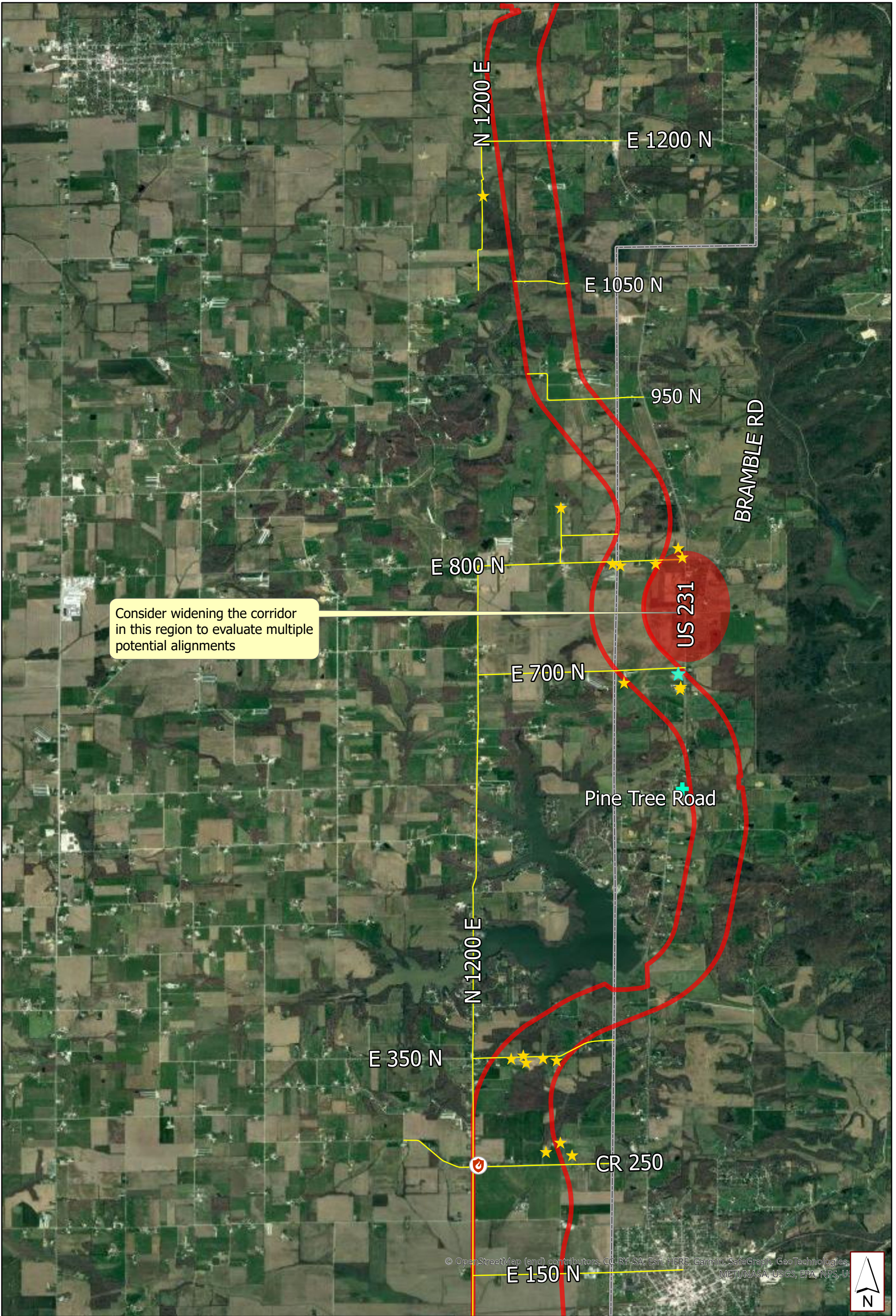


MEETING SIGN-IN

- | Name | A |
|--------------------------|------------|
| 1) John 99 KQ137D | [Redacted] |
| 2) Lester Kemp | [Redacted] |
| 3) Lester Stoll | [Redacted] |
| 4) David Ray Graber | [Redacted] |
| 5) Brook Tan 8728 | [Redacted] |
| 6) Fred J. Wagler | [Redacted] |
| 7) Marlin Wagler | [Redacted] |
| 8) Owen Wagler | [Redacted] |
| 9) Adrian Kemp | [Redacted] |
| 10) Ernest Kemp | [Redacted] |
| 11) Joseph Graber | [Redacted] |
| 12) David Lee Kemp | [Redacted] |
| 13) Ervin Eicher 12566 E | [Redacted] |
| Francis G Wagler | [Redacted] |
| + 1 younger boy | [Redacted] |

- Lexas
- Kyanna
- David
- Jason

14 [Redacted] Total
 + 1 boy
 + 1 gentleman arrived later



Consider widening the corridor in this region to evaluate multiple potential alignments



MEETING SUMMARY

Date of Meeting: March 22, 2023 **Re:** Coordination with Martin County Area Amish Community

Location: Flat Creek Amish School, Martin County **Issue Date:** March 27, 2023

Submitted By: **Nicole Minton**

In Attendance:

Jason DuPont, Lochmueller Group
David Goffinet, Lochmueller Group
Nicole Minton, Lochmueller Group
Kyanna Moon, INDOT
23 Amish attended (see attached sign-in sheet, 3 people did not sign)

ITEMS DISCUSSED:

Jason DuPont welcomed the group and thanked them for taking time to learn about the recent changes in the Loogootee area. The attendees were told of the process that led to the addition of 3 new variations in the Loogootee area after the publication of the DEIS. It was explained that in response to public comments on the selection of Alternative P, changes were made to provide more flexibility in the Tier 2 studies when more detailed analysis takes place. The new alternative with four variations in the Loogootee area is now known as Refined Preferred Alternative P (RPA P). Two large project maps were on display. DuPont explained that Alternative P1 is the same as Alternative P in the DEIS. Alternative P2 follows the area of US 231. P3 is east of US 231 and aligns closer to the US 231 than P4 which follows a path similar to Alternative P east that was considered in the DEIS. Printed maps were provided as well as comment forms, copies of the press release and the RPA P outreach video. The group was thanked for their participation in the process. It was explained that the feedback they provided in earlier meetings helped identify their primary routes and the general areas of their homes. Continued outreach with their community in the Tier 2 studies will help provide useful information as a final alignment and access is determined.

David Goffinet gave a brief overview of the purpose of a tiered study and explained that the Tier 2 studies would be phased over time.



Questions were raised regarding the following:

- It was shared that CR 150 N is the community's primary transportation route. The participant wondered how they would cross a new facility at that location. Jason DuPont explained that final access decisions would be made during Tier 2 studies, but it is well known to the project team that 150 is highly utilized by the Amish. Keeping the facility at grade and access for horse and buggy travel will be evaluated during Tier 2 and will be influenced by the facility type which is also determined in Tier 2.
- Another attendee asked what plays the biggest factor in choosing an alternative. Jason DuPont explained that performance on key measures, environmental impacts and costs all drive the decision.
- It was asked how the project is being funded. Kyanna Moon explained that the Tier 1 Study is being funded through a combination of state and private funds through the creation and use of a Regional Development Authority (RDA). The Tier 2 studies are not yet funded. Loogootee and Martin County are not members of the RDA, although that might change with the identification of RPA P.

Future Coordination: A Point of Contact (POC) for the community has been established in order to maintain a line of communication for subsequent meetings (as needed) and to communicate information about the release of the Final Environmental Impact Statement and the launch of Tier 2 studies.

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

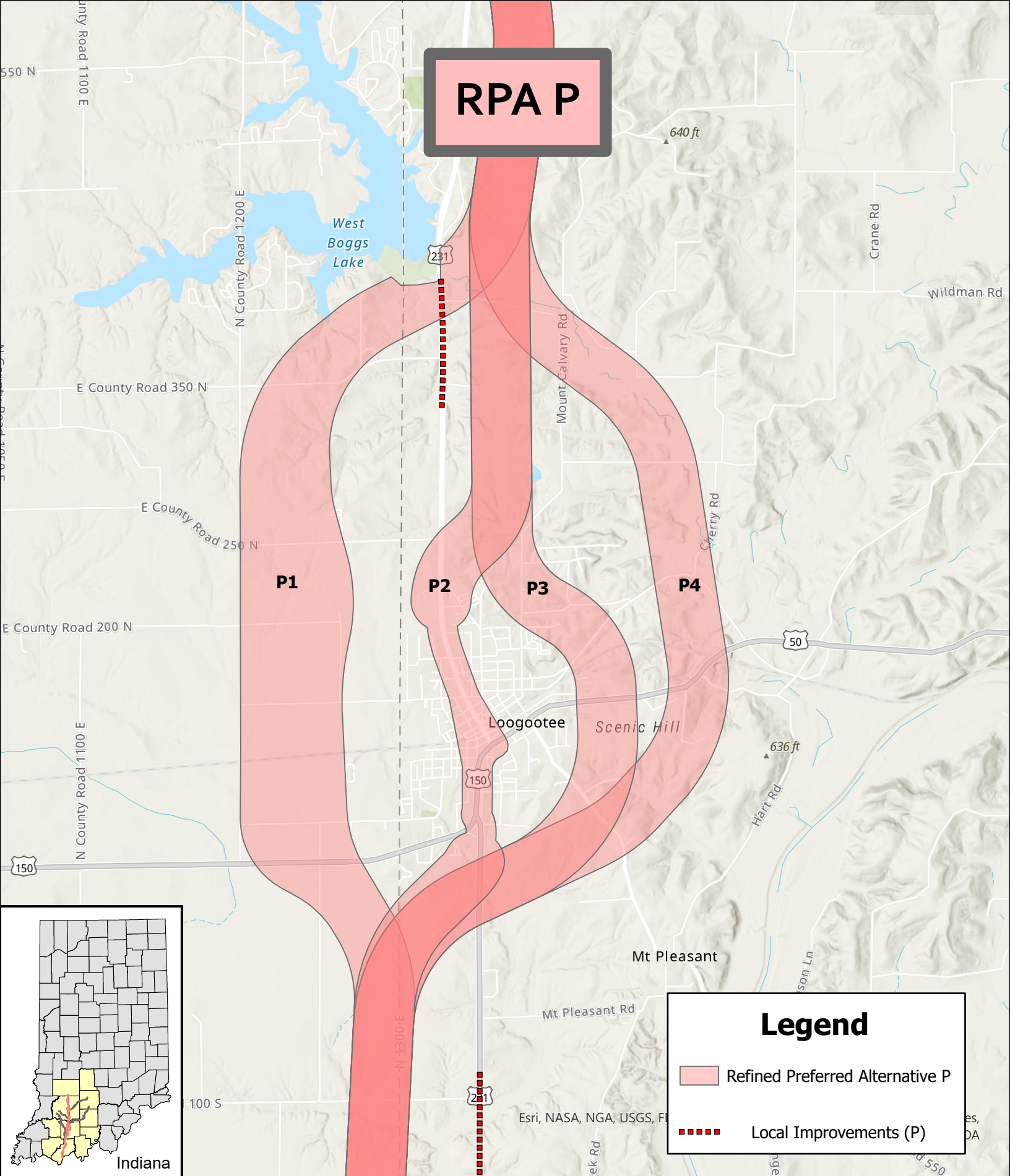
MID-STATES MEETING

MAR 22



NAME

1. Joseph L Wagler
- 2 Francis G Wagler
- 3 Kevin J Wagler
- 4 Leroy Kemp
- 5 Ben Gruber
- 6 Dustin Kemp
- 7 Willis Gruber
- 8 Larry Wagler
- 9 Martin Wagler
- 10 Pete Stoll
- 11 Francis Wagler
- 12 Omar A. Gruber
- 13 Enos B Wagler
- 14 Harold Wagler
- 15 Ernest E. Gruber
- 16 JAY Lengacher
- 17 Larry D. Wagler
- 18 Lawrence Stoll
- 19 David Knepp
- 20 Kevin Stoll

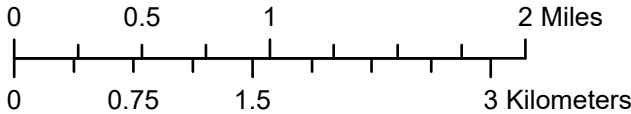
RPA P



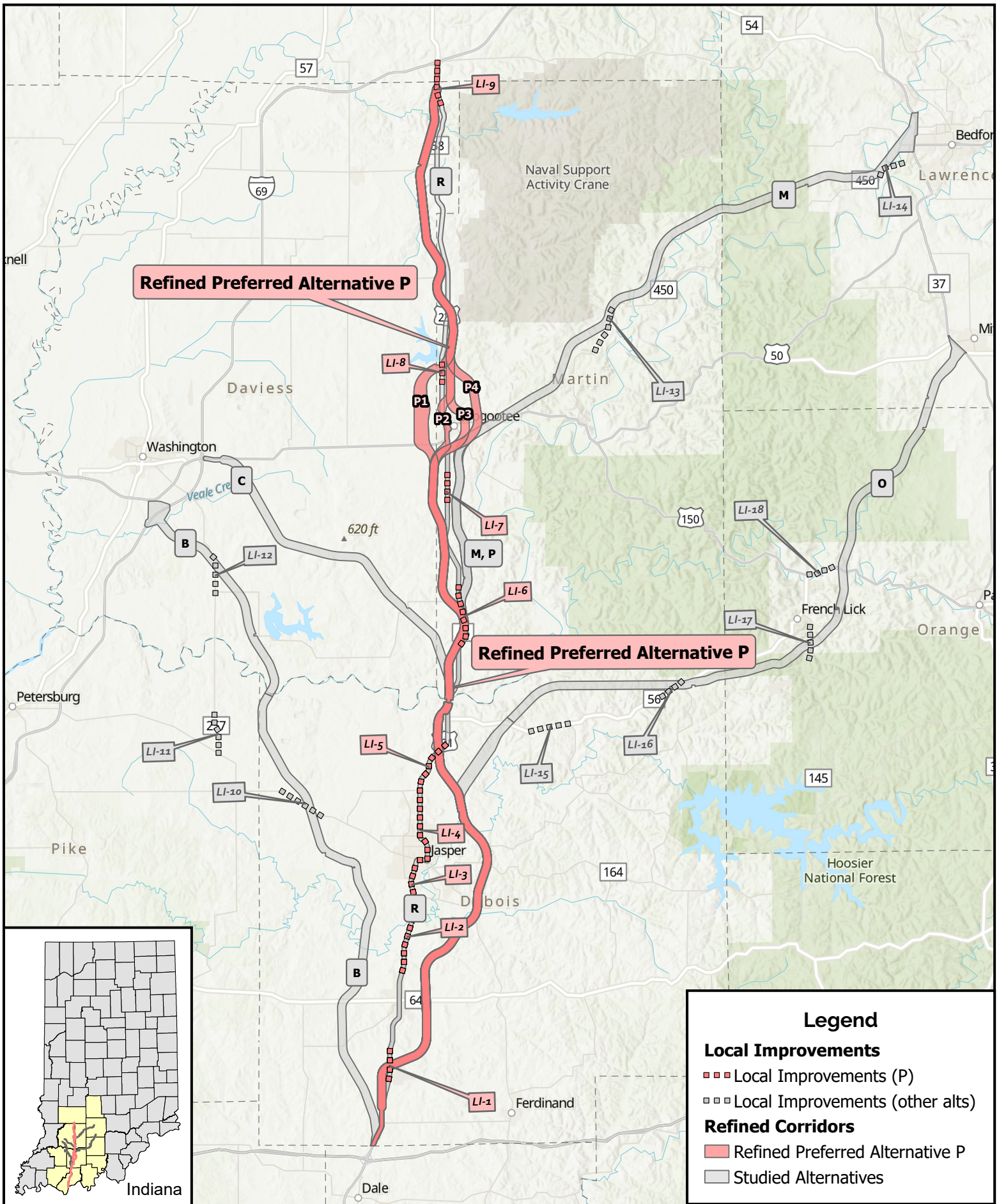
Legend

-  Refined Preferred Alternative P
-  Local Improvements (P)

FEIS Alternative P

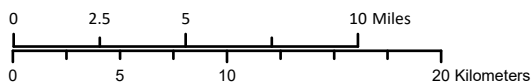


2/14/2023



**MID-STATES
CORRIDOR**

Refined Preferred Alternative P



2/27/2023