



**MID-STATES
CORRIDOR**

FEIS VOLUME IV RESPONSES TO COMMENTS – PART 1, INTRODUCTION

Mid-States Corridor Tier 1 Environmental Impact Statement

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

MAY 22, 2023

Prepared by
Mid-States Corridor Project Consultant





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1. INTRODUCTION

The Notice of Availability (NOA) for the Mid-States Corridor Tier 1 DEIS was published in the Federal Register on Friday, April 15, 2022. The NOA stated that the close of the comment period was May 31, 2022. In response to requests from the public and interest groups, the end of the comment period was extended to June 14, 2022.

A total of 1,075 comments were received. This is Volume IV of the Mid-States Tier 1 FEIS. It contains comments on the DEIS, as well as responses to these comments.

Many comments were submitted on preprinted form letters. In many cases, identical comments from the same commenter were submitted on these form letters to multiple state and federal officials. In such instances, the comment and its response is presented only once in Volume IV.

Volume IV is divided into four parts. This introduction is Part 1. Other parts of Volume IV are described in the sections below.

All comments were assigned a unique four-digit accession number. This accession number is provided in the footer of each comment.

All lists, comments and responses are searchable.

2. PART 2 – STANDARD RESPONSES

Many comments have similar or identical text. Similar points were made in multiple comments, sometimes with identical wording.

Standard responses were prepared to address repeated comments. These standard responses are provided in Part 2 of Volume IV. Each has a unique code which is referenced in Part 3 and Part 4 of Volume IV.

3. PART 3 – COMMENTS RECEIVING INDIVIDUAL RESPONSES

One hundred twenty-three (123) comments received individual responses. In most cases, these responses combined ad hoc responses with references to standard responses in Part 2. Part 3 begins with an alphabetical listing of the authors of each comment. The listing also contains the comment



number. Following this listing, comments are provided in comment number order, followed by a response.

4. PART 4 – COMMENTS RECEIVING ONLY STANDARD RESPONSES

Nine hundred fifty-two (952) comments received only standard responses. Part 4 includes an alphabetical roster of the name of each commenter, along with the standard responses which address each comment. Following this roster, each comment is provided in comment number order.

The roster in Part 4 includes one hundred eighty six (186) identical postcards submitted as comments. A sample of one such postcard is provided below. These identical postcards are not reproduced in Volume IV, although each postcard comment is listed in the roster of commentors at the beginning of Part 4. Individual postcard comments are retained in the project record.

Mid-States Regional Development Authority,

As a resident of Dubois County and a member of Dubois County Farm Bureau, I write in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route.

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states that Alternative P has the second highest potential for impacts to row crop agricultural lands as well as the widest range of lost agricultural income at \$977,000-\$1,426,000.

Our farm ground is essential to the local and state economy and INDOT has selected a route that has the highest potential impact on our land. This route will split farms and go through hundreds of acres of farmland, forests and wetlands.

I fully understand how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration.

Printed Name: LILLIAN BECKMAN

Date: 5-16-2022

Sample Postcard Comment



**MID-STATES
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EIS Summary

ES.1 – What is the RDA?

Text has been added to the EIS Summary Chapter describing the nature and role of the Mid-States Corridor Regional Development Authority (RDA).

The Mid-States Corridor RDA was established as provided in *IC 36-7.6, Regional Development Authorities*. This legislation allows RDAs to be formed throughout Indiana. It is an additional form of local government. An RDA allows local governments to collaborate for regional benefits.

RDAs may be formed to fund and develop projects of regional importance. These include airport projects, commuter transportation districts or other rail projects, regional transportation authority projects and services, economic development projects, intermodal transportation projects, regional trail or greenway projects, regional transportation infrastructure projects under Indiana Code (36-9-43); and any project that enhance the region with the goal of attracting people or business that are of regional economic importance (*IC 36-7.6-2-2*). An RDA may be established by various combinations of counties and second-class cities (*IC 36-7.6-2-3*). An adjacent county which is not a member of the RDA may join it as described in *IC 36-7.6-2.4*.

On September 26, 2018, the RDA and INDOT entered into an agreement for the RDA to provide funding for the Tier 1 Environmental Impact Statement.

The RDA is one of 17 participating agencies for this project. See **Table 7-1** in the FEIS. It does not direct the study or its findings. The project sponsor for this Mid-States Corridor Tier 1 EIS is the Indiana Department of Transportation, with the Federal Highway Administration as the lead federal agency.

Questions regarding the RDA, its constituency and financial matters may be directed to the RDA (<https://midstatescorridorrrda.com/>).

ES.2 – When Will Construction Begin?

Actual right-of-way for the Mid-States project, including the local improvements, will not be determined until Tier 2 NEPA studies. Final right-of-way footprints will be refined in design, after all NEPA studies are completed.

The final alignment will impact only a small portion of land in the identified Tier 1 corridor. The corridors generally are 2,000 feet in width. Alignments in rural areas vary between 350 and 600 feet for expressways, and between 300 and 500 feet for Super-2 facilities. See **Table 2-2**.

It is too early to know when specific right-of-way will be purchased. When purchases occur, INDOT must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987. INDOT's acquisition procedures are described at <https://www.in.gov/indot/files/FHWA-Relocation-Brochure-GREEN.pdf>.



Chapter 1 – Purpose and Need

1.1 – Modification of Purpose and Need Statement

The Draft Purpose and Need was published in 2019. **Chapter 1 – Purpose and Need** in the DEIS was modified based extensive public and agency input after this draft statement was published. This input is summarized in **Section 1.5 – Public and Agency Input**. **Section 5** in **Appendix CC – Purpose and Need** gives this input in detail.

One of these modifications was based upon input from the Federal Highway Administration (FHWA). This input stated that safety should be emphasized as a core goal if the needs analysis identifies specific safety issues to be addressed. For the Mid-States project, the core goals identified were for improved system linkage and regional accessibility. Safety is retained in the Purpose and Need as a secondary goal, representing an “other desirable outcome.” All alternatives offer positive safety benefits. See **Table 2-12** and **Table 3.4-3**.

Congestion was not identified as a core goal for this project in either the draft or final purpose and need statement.

1.2 – Role of Previous Studies

Section 1.3 – Previous Studies in **Chapter 1 – Purpose and Need** reviews five earlier studies which were reviewed to support the Purpose and Need for the Mid-States project. These studies considered the need for a major north-south transportation project in the region.

The studies considered various routes, including connections to Washington and Petersburg. The US 231 study in Dubois County advanced to a DEIS and Supplemental DEIS stage in 2004 and 2011, respectively. That earlier DEIS was for a very different project. The Study Area for this earlier study was confined to Dubois County within a two-mile band approximately 50 square miles in area. The Mid-States project is a regional study, with a 12-county study area encompassing over 4,700 square miles. Two core goals provide for increases in regional accessibility, which was not considered in the earlier DEIS. Some environmental and engineering information from these earlier studies has been incorporated into the Mid-States study. Specifically, alignments around Jasper from the 2004 study were used as the starting point for the Dubois County alignments. These alignments were modified to avoid subsequent development and make use of additional resource information developed for the Mid-States project. The alignment deviated from the 2004 alignment north of Jasper, because the 2004 alignment connected to existing US 231 south of Haysville.

1.3 – Desire for Inaccessibility

The build alternative will have varying effects upon traffic on local roads. The build alternative will draw traffic from some local roads, while some local roads will see traffic increases. This is part of the tradeoff of addressing multiple needs and desires in a large region such as the Mid-States Corridor Study Area for a project intended to increase regional accessibility.

Efforts will be made to design elements which incorporate the landscape of the project area. This will balance the need to move vehicles efficiently and safely with other desirable outcomes, including historic preservation and avoiding and minimizing environmental impacts. It is important to preserve the environmental, scenic, aesthetic, historic and natural resource values of the project area.



Chapter 2 - Alternatives

2.1 – No Build is Preferred Option

These comments are multi-faceted. This response is divided into several main subtopics.

Absence of Congestion

In rural areas, transportation needs often relate to system linkage, not roadway capacity. System linkage describes the existence of suitable transportation facilities serving major travel flows. Lack of system linkage can produce high travel times and low accessibility between major destinations, even if roads are not congested.

Non-Highway Modes

An extensive review was conducted of non-highway modes and non-transportation initiatives, and their ability to address the region's accessibility needs. See the Non-Highway Alternatives Analysis Appendix to **Appendix D – Screening of Alternatives**. It evaluated the ability of transit, passenger rail, freight rail and autonomous vehicles to satisfy the project's Purpose and Need. It also evaluated the ability of 15 non-transportation initiatives to address the region's accessibility needs.

None of these alternatives evaluated were able to address or improve highway accessibility, or highway connections to multi-modal centers. Its key findings included:

- The scope and scale of non-highway alternatives are too limited, not regional or don't exist within the geography of the Study Area.
- Technological advancements are not yet widely available or reliable in this region.
- Coordination and capacity in the region are too limited to execute some alternatives at the level needed for effective implementation.
- Non-highway alternatives do not address the needs of Just-In-Time production delivery by truck.
- Autonomous vehicles have the potential to increase freight shipments, especially on major highways. This would create the need for added highway capacity.
- Changes in manufacturing techniques, drone deliveries, etc. are rapidly evolving technologies.

Need for New Highway Investments

INDOT's Long Range Transportation Plan (2018 – 2045 Transportation Needs Report) identified significant needs for new highway investments in addition to maintaining the existing transportation system. It describes State Transportation Improvement program in effect at the time of its release as providing for over \$900 million in added capacity and new bridge projects, within a STIP containing more than \$4.4 billion in total transportation funding (p. 13). INDOT recognizes that the dynamic nature of Indiana's economy creates needs for transportation investments beyond minor modifications to existing highways. The NEPA process is an important tool to evaluate and compare competing priorities.

Specific Elements of Desire for No New Highways

Some comments propose specific reasons for providing no new highway investments. One is that projects with noteworthy environmental impacts should be excluded from consideration. The ***Vermont Yankee Nuclear Power Corp. v. Natural Resources Defense Council***, 435 U.S. 519 (1978) stated that



environmental considerations are not elevated above other factors in a NEPA decision. Major projects will have major benefits, costs and impacts. NEPA is the procedural law by which the tradeoffs among these major impact-producing factors can be evaluated.

For example, addressing climate change is a major federal priority. Some comments propose that no action should be taken which results in any increase in vehicle travel and greenhouse gas (GHG) emissions. Interim guidance on analysis of GHG is provided in the January 9, 2023 Federal Register Notice by the Council on Environmental Quality (CEQ) These are incorporated in the analysis of GHG emissions in **Section 3.8 – Air Quality Impacts**.

Expanded Trails

Trails were not evaluated as a non-highway alternative in the Non-Highway Alternatives Analysis Appendix. Trails exclude freight flows and are not designed to improve accessibility across significant distances. In addition, potential impacts to existing trails were considered in evaluating alternatives. **Section 4.2 – Section 4(f) Resources – Parks, Recreation Areas and Wildlife or Waterfowl Refuges** evaluates the potential effects of alternatives on multiple trails and trail systems throughout the Study Area. It identifies the entity responsible for each trail, and discusses steps which will be taken in Tier 2 studies to address potential impacts and joint development opportunities.

Tier 2 studies will review the Indiana Department of Natural Resources' (IDNR) statewide trail plan (<https://www.in.gov/dnr/state-parks/files/outdoor-recreation/or-scorp-chap6.pdf>) for ways that it could be supported by the Mid-States project. Current planned trails in the region include extension of Milwaukee Road trail from Williams into Martin County, as well as trails near Jasper and Loogootee.

Spending on Existing Highways

Most roads in Indiana are built and maintained by local jurisdictions. These include towns, cities and counties. As of 2018, there were 97,354 miles of roads in Indiana. Of these 12,141 miles are owned and maintained by INDOT. Maintenance responsibilities for about 88% of roadways in Indiana fall to cities, towns and counties.

Spending on other state priorities

The state of Indiana and local units of government fund a variety of public needs. Budgets for varied priorities such as education, housing, public safety, outdoor recreation and environmental protection are determined in public processes through federal, state and local elected officials. This is a revenue and appropriations question. By law, most major sources of transportation funding are not available for non-transportation purposes.

Non-State Functions

Suggestions have been made to consider programs such as housing construction, electrical utility development, local utility improvements, land use plans and policies, etc. These and similar programs are within the purview of local and county governments.

INDOT Highway Expenditures



Some comments suggest that INDOT’s allocation of highway expenditures is biased toward new construction, as compared with operating and maintaining existing highways. A Purdue University analysis of FHWA data provided the following INDOT expenditure breakdown for the Year 2020.

- Existing highway operations, maintenance and rehabilitation - \$1,889 million (75 percent)
- Capital expenditures for added highway capacity - \$493 million (20 percent)
- Administration and other activities - \$118 million (5 percent)

INDOT Non-Highway Expenditures

INDOT funds for rail, transit and aviation are provided by dedicated funds established in the Indiana Code. State highway funds are restricted to expenditures to build, operate and maintain the highway system and related INDOT operations. In recent years, typical expenditures in non-highway categories include:

- Transit, including bus, commuter rail and specialized transit - \$68 million
- Aviation - \$4 million
- Freight Rail - \$2.5 million

2.2 - US 231 Improvements Address Project's Needs.

During detailed analysis of alternatives carried forward, local improvements were identified associated with **Alternatives B, C, P, M** and **O**. See FEIS **Section 2.4.2.2**. These were identified as having the potential to address local congestion and/or safety needs on existing highways. These were complementary to the five alternatives, not a replacement for them. As **Section 2.4.2.2** also states, “(They) Do not constitute standalone alternatives. By themselves they would not satisfy the core goals of the Purpose and Need.”

Neither congestion relief nor safety improvements are core goals for this project. While they represent other desirable outcomes, neither is considered in identifying the preferred alternative.

The local improvements do not satisfy the core goals of the project. These include *Goal 1 – Increase accessibility to major business markets*, *Goal 2 – Provide more efficient truck/freight travel in Southern Indiana* and *Goal 7 – Increase access to major intermodal centers from Southern Indiana*.

An analysis was provided in **Appendix V – Local Improvements** which evaluated the ability of the local improvements associated with all five alternatives to satisfy the core Purpose and Need goals. Designated the Local Improvement (LI) Alternative, it consisted of 18 separate improvements on six different highways. These highways included US 231 in Daviess, Martin and Dubois counties, SR 56 in Dubois County, SR 257 in Pike and Daviess counties, SR 450 in Martin and Lawrence counties, SR 145 in Orange County and US 150 in Orange County. The performance of this LI Alternative is provided in **Table 13** through **Table 16** in **Appendix V**. It showed that compared to Preferred **Alternative P** (Super-2 version¹):

¹ A “Super-2” is a principal arterial highway which has one travel lane in each direction, in addition to a passing/auxiliary lane the length of the alternative. It has higher design standards, including a 70 mph design speed in rural areas.



- The LI Alternative provided a total travel time savings of 11 minutes to 10 key origin-destination pairs for major business markets. This was only 44 percent of the 25 minute savings for **Alternative P**.
- The LI Alternative provided a labor force access of 1,600. This was only 15 percent of the 10,400 increase for **Alternative P**.
- The LI Alternative provided an annual savings of 300 truck hours. This was only 4 percent of the 8,400 hour savings for **Alternative P**.
- The LI Alternative provided a total travel time savings of 12 minutes to 12 key origin-destination pairs for major intermodal centers. This was only 52 percent of the 23 minute savings for **Alternative P**.

The LI Alternative also has significant impacts. These include 297 new acres of right-of-way, 15 acres of wetlands, 133 acres of forest and 68 relocations. Its cost of \$170 million, while lower than the end-to-end alternatives, is not negligible.

In summary, a “local improvement” alternative with highway upgrades throughout the Study Area not confined to US 231 would provide performance which falls far short of addressing the project’s core goals. See **Appendix V** for details.

2.3 – Upgrade US 231 from I-64 to I-69 (Alternative R)

One of the preliminary alternatives, **Alternative R**, was an upgrade of US 231 from I-64 to I-69. Upgrades of existing roads typically impact large numbers of homes and businesses, including relocations due to losses of access. Significant impacts to cultural resources also may occur. These impacts were observed in the Screening of Alternatives Report for **Alternative R**. The analysis of impacts and benefits in the Screening of Alternatives Report (**Table 3-2**) for all North Central Super-2 alternatives showed the following:

- Total improvement in access between business pairs was 2 minutes. Other North Central alternatives had total improvements ranging from 21 to 30 minutes.
- Total improvement in labor force access was 1,060 workforce participants. Other North Central alternatives had improvements ranging from 5,360 to 6,950 workforce participants.
- Annual truck hours savings was 300 hours. Other North Central alternatives had savings ranging from 4,900 to 8,400 truck hours.
- Total improvement in access to major intermodal centers was 4 minutes. Other North Central alternatives had total improvements ranging from 10 to 27 minutes.
- Total impacts to residential and commercial property parcels was 1,263. Other North Central alternatives had total impacts ranging from 58 to 120 parcels.
- It had potential impacts to 53 cultural resource sites. Other North Central alternatives impacted between two and four historic sites. In addition, **Alternative R** was the only alternative with a potential impact to an historic district.
- Its cost was higher than other North Central Super-2 alternatives.

In consideration of these factors, **Alternative R** was not carried forward as an alternative for detailed study.



During the comment period for the DEIS, many comments were received requesting that an upgrade of US 231 be selected in place of the alternatives considered in the DEIS. In view of these comments, **Alternative R** was fully evaluated in the FEIS for its costs, impacts and benefits. This additional evaluation is provided in **Section 2.5.1 – Reevaluation of Alternative R**, in this FEIS. It confirms the conclusions in the Screening of Alternatives. Its combination of lower performance and high impacts to human resources provides the basis for the scoping determination that the alternative is not appropriate for detailed consideration.

2.4 – Will Worsen Safety

Table 3.4-3 shows that **Alternative P** provides the highest safety benefit (number of reduced crashes) of any alternative. These include 400 to 600 fewer crashes annually in 2045 for the entire Study Area. This results in reduced crash costs of \$26 - \$39 million annually.

The DEIS documents that US 231 in Spencer County has significantly lower crash rates than typical US-designated rural roads in Indiana. See **Appendix CC – Purpose and Need, Safety Appendix. Table 5** provides the analysis of crash data on all state highways in the Study Area for a five-year period (2014 to 2018). It shows that US 231 in Spencer County has a crash rate of 67 crashes per 100 million vehicle-miles of travel (VMT). By comparison, the average statewide crash rates for rural roads in Indiana with a “US” designation is 145 crashes per 100 million VMT. US 231 in Spencer County has *less than half* the crash rate of comparable roads in Indiana.

A four-lane divided highway built to current design standards incorporates many safety features, compared to the two lane roads which it replaces or from which it attracts traffic. These safety features include wider shoulders, wider clear zones (distance beside the roadway in which no fixed obstacles are permitted), 12-foot travel lanes, improved sight distances and smaller grades. Vehicles can pass other vehicles without crossing into the opposing traffic lane. In short, a four-lane facility such as US 231 is more “forgiving” of driver error. The comparatively low crash rates on US 231 in Spencer County are as expected.

As commentors note, several reduced conflict intersections (RFIs) have been constructed since the four-lane US 231 in Spencer County was opened in March, 2011. These include intersections with SR 62 and SR 68 at Dale (opened in 2015) and SR 70 near Chrisney (opened in 2021). INDOT regularly monitors the safety performance of state highways, and addresses localized safety concerns as warranted.

2.5 – Operating and Maintenance Costs

Some comments noted that there will be added roadway maintenance costs due to the addition of the completed Mid-States Corridor to the region’s highway network. Likewise, there will be added public safety costs for police patrols and other public safety requirements.

INDOT determined that operating and maintenance costs for state highways averaged \$8,200 per lane mile per year. This cost factor has been used to estimate added operating and maintenance costs for Mid-States alternatives. These costs are shown in **Section 2.6.2 – Alternative Costs**, in the FEIS.

2.6 – Benefits Are Significant

Savings of just a few minutes per trip are very significant when realized by many thousands of trips, annually. In addition, one performance measure has been added to show the significant level of



improvements in the US 231 corridor. This measure assesses improved travel time the length of the Mid-States project (from Crane to Rockport).

The magnitude of these benefits is reflected in the substantial reduction in freight hours of travel.

Alternative P provides a savings of between 8,400 and 36,850 truck hours annually. These savings in logistical costs will play a significant role in supporting the region's economy.

Alternative P is identified as the Preferred Alternative because it has the lowest impacts to key resources, such as forest, wetlands and karst features, among the three alternatives which adequately address the Purpose and Need. The other two alternatives which meet this criterion are **Alternative M** and **Alternative O**. See FEIS **Table 5.2**. **Alternative P** also has the lowest cost among these three alternatives, as well as the highest overall performance. See **Chapter 5 – Comparison of Alternatives** for details.

In rural areas, accessibility needs often are not related to roadway capacity. New or expanded roads can provide significant accessibility improvements without serving higher traffic volumes seen in urban areas. Existing roads such as US 231 may have unused capacity. However, improved access elsewhere can have significant benefits.

Preferred **Alternative P** has significant potential to provide major improvement in regional freight flows.

This project does not emphasize congestion relief or accident reduction. Neither is a core goal. Congestion relief is seldom a need in rural areas. The key need is to improve regional accessibility. Local traffic operational improvements within the region's cities such as Jasper, Huntingburg and Loogootee do not address these regional accessibility needs. In addition, local traffic operational issues generally are managed by cities and counties.

Congestion relief and accident reduction are considered other desirable outcomes. However, these are not considered in identifying the preferred alternative.

Likewise, the project does not emphasize economic development goals. It is not a core goal. Nevertheless, the economic benefits are substantial. See **Table 2-13** and **Appendix B – Economic Development Performance Measures Analysis**. Like congestion relief and accident reduction, these are considered "other desirable outcomes." They are not considered in identifying the preferred alternative.

2.7 – More Information About Local Improvements

The local improvements shown in the EIS are illustrative. See FEIS **Section 2.4.2.2**. Because of the higher-level analysis conducted in this Tier 1 Study, they will be adjusted during Tier 2 development to optimize the local benefits of each improvement element. Their exact location and right-of-way needs will be determined in Tier 2 studies.

The local improvements require final environmental and design studies before they can be advertised for construction. It is anticipated that this process will require at least three years. This will result in their construction commencing no sooner than the 2026 construction season.

2.8 – Determining Facility Type

This is addressed in FEIS **Section 2.4 – Finalizing Alternatives Carried Forward for Detailed Study**. In summary, multiple agencies requested flexibility to consider combinations of facility types for the selected alternative. This could mean, for example, that an alternative would be a Super-2 on some



portions of its alignment, and an expressway on other portions of its alignment. In addition, the uncertain future of traffic levels due to the COVID pandemic and its effect on motor fuel tax revenues made it prudent for INDOT to maintain flexibility for future transportation funding decisions. In consideration of these flexibility needs, alternatives are evaluated for a range of costs, impacts and benefits. For each alternative, this range corresponds to the range of costs, impacts and benefits of both a Super-2 and expressway alternative on the same centerline.

Section 2.4 also describes that after the Screening of Alternatives, freeways were eliminated as a facility type. This is due to their higher costs and impacts. This became a prominent factor in the aftermath of the COVID pandemic, which resulted in significant changes in travel patterns and motor fuel tax funding. The long-term trends in these areas are still unfolding.

Some comments assume that the Tier 2 studies will result in a four-lane facility for this project. No decision about the facility type will be made until Tier 2 studies.

The Tier 1 Record of Decision will not identify a preferred facility type for the selected alternative. That decision will be made in Tier 2 NEPA studies.

2.9 – No Build Not Considered

The No-Build Alternative has been fully considered in the analysis of costs, benefits and impacts. It is the standard against which all alternatives are assessed. The FEIS shows that Preferred **Alternative P** provides an appropriate trade-off of benefits with costs and impacts. The No-Build Alternative does not address any of the needs for improved regional accessibility.

Many comments were submitted at public information meetings at the outset of the project which stated the desire for the project to not proceed to construction, i.e., the study should select the “No Build” alternative. This is noted to clarify that the multiple mechanisms provided for public input did not prevent people from expressing their desire to select the “No Build” alternative. See Response **7.2 – PI Process** for details about the extent of the public involvement process and the variety of channels for public input.

2.10 – Incomplete Costs

Section 2.6.2 clearly states that final alternative costs include all construction and non-construction costs. See **Appendix E – Construction Costs** for details. Costs include:

- **Quantifiable Pavement Costs.** Asphalt, Base Aggregate, Concrete, Drainage, Erosion Control, Earthwork, Gates, Fences, Guardrail and Pavement Marking.
- **Non-Quantifiable Pavement Costs.** Landscaping, Mobilization, Traffic Control and Incidental.
- **Structure Costs.** Bridges and Culverts.
- **Non-Pavement Costs.** Engineering, Right-of-Way, Residential Relocations, Business Relocations, Utility Relocations, Environmental Permitting and Mitigation.

Preliminary alternatives were compared using estimates for quantifiable pavement costs, non-quantifiable pavement costs and structure costs. **Section 2.3.1.2** in the FEIS has been edited to clarify the difference in cost estimating for the preliminary alternatives and the detailed analysis of alternatives.



2.11 – Economic Development Benefits

Forecasts for the Mid-States Corridor project show increases in economic development. See FEIS **Appendix B, Table 1**. It shows that preferred **Alternative P** results in significant increases in employment, regional gross domestic product (GDP), personal income and employment in high-wage and high-growth industries. These forecasts are provided by TREDIS, a state-of-the-practice tool for forecasting the economic benefits and impacts of transportation projects. These forecasts show that economic development prospects improve for the build alternative, compared to the no-build alternative

Performance on economic development goals was not used to select the preferred alternative. Economic development is a secondary project goal. It represents an “other desirable outcome” and is not a core goal for the project.

Population trends in Spencer County illustrate the ability of major transportation investments to support population growth, which is an important component of economic development. As of the 2020 census, the five largest communities in Spencer County are Santa Claus, Rockport, Dale, Grandview and Chrisney. The table below illustrates that between 1900 and 1960 the population in Spencer County and its largest communities generally declined. This is consistent with population trends in rural communities throughout the United States. Between 1960 and 2020, two major four-lane highway improvements were constructed in Spencer County. I-64 was constructed in northern Spencer County in the 1970s, and US 231 was constructed in central Spencer County in the 2000s and 2010s. Note that the population trends for Santa Claus are for 1990 through 2020. In 1970, the first year census data were available, its population was only 63.

The community of Santa Claus has benefitted especially from this improved accessibility. It has developed into a major regional tourist destination, focusing on Holiday World and Splashin’ Safari Park. Arguably, this growth would not have occurred without improved highway access.

The one exception to this trend is that the population of Rockport has continued to decline. This may be attributed to another transportation and accessibility-related factor, which is its continued decline as a river port and rail transportation center.

The TREDIS economic development forecasts show that improved transportation accessibility from the Mid-States Corridor has significant potential to increase development throughout Southern Indiana.

Place	Population - Decennial Census			Percentage Change	
	1900	1960	2020	1900-1960	1960-2020
Chrisney	513	380	465	-26%	22%
Dale	624	900	1,544	44%	72%
Grandview	822	599	698	-27%	17%
Rockport	2,882	2,474	1,984	-14%	-20%
Santa Claus (1990-2020)		931	2,591	N/A	178%
Spencer County	22,407	16,074	19,810	-28%	23%



2.12 – Resource Agencies Recommend Road Upgrades

Appendix V – Local Improvement evaluated a comprehensive “Local Improvement Alternative” (LIA) which consisted entirely of upgrading existing highways throughout the 12-county Study Area. This was in direct response to these agency requests. It included upgrading six existing highways in the Study Area at a total of 18 locations. It also was provided to address the provisions of the November, 2021 Bipartisan Infrastructure Law and FHWA December 16, 2021 memorandum, “Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.” This memorandum emphasized the maintenance and upkeep of existing transportation infrastructure. Some comments on the DEIS erroneously characterized this Law and the ensuing memorandum as directing that new roads and bridges should not be constructed in the future.

The LIA was considered to determine whether an alternative which did not provide for any new road construction could address the project goals. The LIA performed very poorly on project core goals. For example, it provided only 300 truck hours saved annually, compared with 8,400 for the Super-2 variation of Route P. Its cost was \$170 million.

This alternative also had significant aquatic impacts. These included 174 acres of floodplains, 44,700 linear feet of stream and 15 acres of wetlands. It had an estimated 68 relocations. It was not a low-impact alternative and did little to satisfy project core goals.

In summary, this legislation and directive were considered in detail by analyzing an alternative which provided only for upgrades of existing facilities. It was determined that such an alternative would not satisfy the project’s Purpose and Need. **Appendix V** has been edited to emphasize that these analyses were conducted to address this legislation and directive.

The December 16, 2021 memorandum was superseded by a February 23, 2023 memorandum with the same title. The 2023 memorandum emphasizes that maintaining existing roads and highways in a state of good repair is an important priority for Federal funding. It states in part, “FHWA recognizes and values the authority and role of the States in deciding how to prioritize the use of their Federal-aid highway dollars and will continue to administer funds and programs consistent with all requisite statutory requirements and considerations.” It also contains no language discouraging the use of Federal-aid highway dollars for new road and bridge construction.

2.13 – New Highways Not Needed

An important responsibility of INDOT is to serve new or significant changes in travel patterns which result from Indiana’s dynamic economy. Some geographic areas will require improved access. Changes in market conditions will require new linkages. INDOT could not address its responsibilities without providing some new highways as well as changes in highway capacity.

2.14 – Alignments Finalized in Tier 2

The mainline segments of working alignments in Tier 1 vary between 300 and 650 feet in width, depending upon the terrain and facility type. These are located within a corridor which generally is 2,000 feet in width. In Tier 2 studies, the final alignment may be situated at locations within the corridor which do not correspond to the Tier 1 working alignment. Until Tier 2 studies occur, it is not possible to identify the exact footprint of land needed for right-of-way. This includes structures which will be acquired as part of this right-of-way.



We anticipate that Tier 2 studies for portions of the project will begin shortly after the Tier 1 Record of Decision. However, we do not know at this time which portions of the corridor will be included in the earlier studies. Right-of-way acquisition can begin after Tier 2 studies are completed and subsequent design have occurred.

2.15 – Dubois County Western Corridor

Section 2.4.1 – Evaluation of Eastern and Western Corridor in Dubois County compared the relative costs, impacts and benefits of eastern and western corridors in Dubois County.

Construction costs for the two corridors were nearly equal, differing by only six percent.

For impacts and benefits, one corridor was regarded as performing significantly better if its impacts or performance differed by at least 20 percent from the other corridor. The two corridors have similar overall resource impacts. The western corridor performed significantly better in avoiding cultural resources and managed lands, while the eastern corridor performed significantly better in avoiding ponds, wetlands and prime farmland. Their performance was relatively equal for acres of right-of-way and relocations, and impacts to streams, karst, listed species, forest and total farm acreage.

The eastern corridor performed significantly better than the western corridor for three out of four core goal performance measures. The three measures for which the eastern corridor performed better included labor force access, access to intermodal facilities and annual truck hours saved. The performance of both corridors on accessibility to major business centers was relatively equal.

The eastern corridor was selected because it significantly outperformed the western corridor, while having similar impacts and costs.

2.16 – Dubois Strong Study

The referenced study was undertaken without the participation of INDOT or the project team. Neither INDOT nor the project team advised those undertaking the study in any way. Any comments about this study should be offered to Dubois Strong, the study sponsor.

The Dubois Strong study results were not used in the Environmental Impact Statement (EIS). The EIS conducted its own analysis of economic benefits for the project. See FEIS **Appendix B – Economic Development Performance Measures Analysis**.

2.17 – Bypass/US 231 Improvements

Such an alternative was studied in the DEIS. See **Appendix V – Local Improvements Analysis**. This alternative combined a Dubois County bypass of Jasper and Huntingburg with upgrades to US 231 between Jasper and I-69. It performed inadequately on core goals, especially the following two core goals. See **Table 4** and **Table 5** in **Appendix V**.²

² This analysis was conducted earlier in the study before the impact and traffic analysis methodologies were finalized. Accordingly, some of the benefit calculations for **Alternative P** will differ from those published elsewhere in the DEIS.



- **Goal 1 – Increase Accessibility to Labor Force.** It increased labor force access to cities by 1,600 workers, as compared to 10,600 workers for **Alternative P** (Super-2) and 11,600 workers for **Alternative P** (Expressway).
- **Goal 2 – Provide More Efficient Freight/Truck Travel in Southern Indiana.** It resulted in an *increase* of 7,800 truck hours annually. By comparison, **Alternative P** (Super-2) provides a savings of 7,900 truck hours annually, and **Alternative P** (Expressway) provides a savings of 36,000 truck hours annually.

This combination bypass/upgrade alternative also was estimated to cost \$381 million. By comparison, Preferred **Alternative P** cost \$735 - \$1,052 million. **Alternative P** was the least costly alternative which provided adequate performance on the project's Purpose and Need. Based on consideration of these and other factors described in **Appendix V**, this alternative was not afforded further consideration.

2.18 – Alternative P through Loogootee

Based upon comments received during the DEIS comment period, a decision about a final alignment for **Alternative P** will be made during Tier 2 NEPA studies. A routing through Loogootee using existing streets is one of the variations which will be evaluated at that time. See **Section 2.5.2 – Route Variations at Loogootee** for background analyses and descriptions of evaluations to be made during Tier 2 studies. See standard response 3.4.2 for additional details.

Section 3.1 – Environmental Resource Analysis Approach

3.1.1 – How Impacts Are Determined

To calculate and compare impacts of the working alignments, a geographic information system (GIS) analysis was used. GIS software allows an analyst to overlay digital map layers of all the project boundaries, natural and community resources, and aerial photographs to discover not only more information about each resource, but how it may be impacted by the working alignments. Using GIS, an analyst can identify and calculate the count, lengths, and acreages of resources that fall within working alignment boundaries. The map layers for the working alignment boundaries were created and provided by the project civil engineers. These boundaries include the mainline, right-of-way, and access features (connecting roads, grade separations, and interchanges) of each working alignment. Digital map layers for natural, cultural, and community resources were obtained from state and national agencies that protect the resources and state map layer data providers. A few digital map layers were created from hardcopy maps, field review, or aerial photograph resources. The best available digital map layers were used but were not field verified during this Tier 1 Study. Resource digital map layers will be field-verified and updated during Tier 2 studies of the preferred alignment.

The mainline segments of working alignments vary between 300 and 650 feet in width. These are located within a corridor which generally is 2,000 feet in width. In Tier 2 studies, the final alignment may be situated at locations within the corridor which do not correspond to the Tier 1 working alignment.



Information about each digital map layer, its source, and the steps that were used to calculate impacts for each resource are presented in detail in **Appendix X – Geographic Information Systems Technical Documentation**.

Section 3.2 – Land Use Impacts

3.2.1 – Use Publicly-Owned Land

As provided in Section 4(f) of the 1966 Department of Transportation Act, INDOT has significant restrictions in using federal funds to construct a highway on public property which has certain uses. These uses include parks, wildlife refuges and land. West Boggs Park is an example of a publicly-owned park. Publicly owned recreational lands provide important recreational, hiking, wildlife observation and other purposes for all people.

Project staff contacted officials at the Naval Support Activity (NSA), Crane. Staff indicated that federally-owned land at Crane is critical to its many responsibilities for the US military's weapons systems and munitions. Crane Army Ammunition Activity (CAAA) occupies 80 percent of the base's land area. In addition, CAAA's mission requires safety buffers in addition to land it directly uses. The Naval Surface Warfare Center – Crane Division's facilities for weapons systems require additional land. Given these circumstances, use of land at NSA Crane for the project was not given further consideration.

Section 3.3 – Social Impacts

3.3.1 - Increased Drug and Human Trafficking

These comments were made without citing evidence that increased accessibility encourages crime or social pathology. No data or studies were provided supporting these statements. Given these considerations, no further response can be offered.

3.3.2 – School Buses

School buses travel over and across many state highways in the study area and throughout Indiana. Vehicles on these highways operate at speeds similar to speeds that are proposed on the Mid-States Corridor. The Mid-States Preferred Alternative will be constructed to current design standards. These include safety features not provided on many current state highways. Such features include wider shoulders, wider clear zones, better lines of sight and more gradual horizontal and vertical grades. These safety features will benefit traffic crossing the highway as well as traffic using the highway. The Mid-States project will incorporate current standards of the Indiana Design Manual. Some older roads were constructed prior to some of these safety features being incorporated into design standards.

During Tier 2 studies, project staff will confer extensively with school corporations as well as public safety officials to ensure that school bus routings and crossing points receive appropriate consideration in road design. It is anticipated that any changes in travel time for school bus routes will be minor.



Section 3.4 – Economic Impacts

3.4.1 – Economic Harm to Cities

These comments were offered especially in regard to Loogootee. See **Standard Response 3.4.2** immediately following. This Tier 1 FEIS/ROD will not select a single alignment at Loogootee. That decision will be deferred to Tier 2 studies. Tier 2 studies will conduct detailed analyses of local economic impacts of alternative alignments at Loogootee.

A minority of the comments on this issue suggested that the economies of Huntingburg and Jasper would be harmed by diversion of some traffic out of the urban core to **Alternative P**. In response to these comments, the project team reviewed 10 studies of the impacts of highway bypasses to local economies. These studies were performed between 1993 and 2021. These studies analyzed the effects of bypasses on a total of 80 cities in the states of Texas, Wisconsin, Kentucky, Kansas, Indiana, Montana, North Carolina and Arkansas. A memorandum summarizing this review is provided in **Appendix NN – Post-DEIS Consideration of Loogootee Variations**.

Some of the key findings regarding the effects on **local businesses** are summarized in the following bullet points. These studies considered the effects upon auto-oriented businesses such as retail, dining and entertainment. They were not designed to consider the effects of improvements in logistics and market access upon the economic performance of larger manufacturing businesses.

- Economic effects in the downtowns of larger communities (typical of Jasper and Huntingburg) were small.
- Political and business leadership within cities played an important role in development following the opening of a bypass.
- Businesses which locate along a bypass route typically do not represent relocations of existing businesses within the urban area.
- Effects upon local employment within the bypassed cities was small or negligible.
- The ease of access from the bypass to the urban downtowns influences changes in economic activity within the urban downtown.

Tier 2 studies in Dubois County will conduct analyses of the potential effects of traffic pattern changes on local businesses in Jasper and Huntingburg.

3.4.2 – Loogootee Bypass

Public officials and other stakeholders in Martin county submitted many comments about **Alternative P** bypassing Loogootee. The majority of public officials in Loogootee and Martin County submitted comments opposing **Alternative P's** western bypass of Loogootee.

Martin County stakeholders met with project staff during the comment period to discuss their concerns. Two additional meetings with local officials and stakeholders occurred after the close of the comment period. These meetings are documented in **Appendix NN – Post-DEIS Consideration of Loogootee Variations**. Key input received during these discussions included:

- Martin County officials have formed a broadly representative group to provide input to and receive information from INDOT.



- The western bypass of Loogootee shown for **Alternative P** in the DEIS would hinder further economic development in Loogootee and Martin County.
- Development in Martin County already is constrained by the large amount of existing government-owned land
- Martin County officials and stakeholders desire significant input into project decisions going forward in Tier 1 and continuing into Tier 2 studies.
- The bypass west of Loogootee would pose transportation barriers for the area's Amish community.
- Either an upgrade of US 231 through Loogootee or a bypass to the east of Loogootee is preferable to a bypass to the west of Loogootee. There is significant opposition to the bypass west of Loogootee.

These discussions with local officials and stakeholders identified that significant additional analysis is required to address their comments and concerns. These include the types of retail and service businesses in Loogootee, their degree of dependence upon pass-by traffic, forecasts of the effects of different variations upon local business activity, community preferences for tradeoffs of relocation impacts for a routing through or closer to Loogootee and travel patterns and access needs for the Amish community. Resolving these would require surveys of local businesses and residents, continuing outreach with local officials and stakeholders and continuing outreach to the Amish community.

These issues are confined to Section of Independent Utility (SIU) 4. SIU 4 will be evaluated in a stand-alone Tier 2 NEPA study. In view of these factors and circumstances, it was decided to approve four alignment variations for **Alternative P** in SIU 4 in the Tier 1 FEIS/ROD. Please refer to FEIS **Figure 2.19**. The Tier 2 Study in SIU 4 will identify a single alignment at Loogootee.

3.4.3 – Local Property Values

During construction, some property values nearby could be affected negatively. Over time, however, there is the potential for increased property values due to improved access. Property values also are likely to increase due to increased demand for additional housing and commercial development. It is not possible at this time to provide a quantitative estimate of these potential increases in property value. See FEIS **Section 3.4.4** for details.

3.4.4 – Local Tax Revenues

Preferred **Alternative P** is forecasted to result in annual reductions of property tax revenues ranging from \$177,000 to \$247,000 annually. See **Table 3.4-5**. These are expected to be more than offset by increased economic activity throughout the region. Over a 20-year period, **Alternative P** is forecasted to result in \$314 to \$451 million in added regional Gross Domestic Product (GDP). See **Table 2-13**. This will result in substantial increases in tax revenues to local jurisdictions from multiple sources. These will include increased sales taxes, business taxes and other taxes which will be collected due to increased economic activity.

Many comments about the loss of property tax revenue were provided by Martin County officials and stakeholders. Currently, about 68,400 acres in Martin County (31.65 percent) is owned by the federal government. Another 6,800 acres (3.14 percent) is owned by the State of Indiana. **Alternative P** potentially would acquire up to 700 acres of additional right-of-way in Martin County (0.34 percent).



This would result in a short-term decrease of annual local tax revenues of \$50,000 to \$74,000. This does not take into account increased tax revenues which the project is anticipated to bring in the longer term.

Section 3.5 – Relocation Impacts

3.5.1 – Number of Relocations Unacceptable

INDOT acknowledges that displacements can be disruptive and stressful. Larger projects generally do have more displacements. INDOT seeks to minimize them along with other important considerations in the evaluation of alternative.

INDOT must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987. INDOT's acquisition procedures are described at <https://www.in.gov/indot/files/FHWA-Relocation-Brochure-GREEN.pdf>. All who are displaced will receive fair market value for their property. This includes the fair market value for agricultural land.

Compensation for structures which are acquired will include relocation costs for residences and businesses (including farm businesses). These expenses for impacted structures are compensated whether the resident owns them or rents. There also are provisions to compensate for relocation expenses to reestablish a business structure in a new location.

Tier 2 studies will seek to further reduce relocations. Relocations will not be finalized until Tier 2 studies are completed.

3.5.2 – Replacement Housing Is Inadequate

Relocations will occur over a period of multiple years. Tier 2 studies and post-NEPA design will take at a minimum several years. There is no schedule for when Tier 2 studies and eventual construction will occur in any specific section of the project. Given these uncertainties, present market conditions cannot be assumed to reflect conditions when right-of-way eventually is acquired. Replacement housing would be evaluated when the Tier 2 studies are completed, and ROW acquisition occurs. See also **Standard Response 3.5.1**.

3.5.3 – Unique Relocation Circumstances

Relocation decisions will not be made until Tier 2 studies are completed. During the relocation process, INDOT would accommodate special circumstances of each household. INDOT must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987. This includes providing fair market value as compensation for relocations. INDOT's acquisition procedures are described at <https://www.in.gov/indot/files/FHWA-Relocation-Brochure-GREEN.pdf>.

3.5.4 – Property of "Influential" People

Working alignments sought to minimize relocation impacts. In conducting this assessment, no determination of property ownership was made. No efforts were made to avoid impacts to residential or business properties based upon presumed status or influence.



Section 3.7 – Traffic Impacts

3.7.1 – Local Traffic Impacts

All access decisions will be made in Tier 2 studies. No access determinations are made as part of this Tier 1 Study. In Tier 2, safety will be considered in access decisions. Access decisions will be made in consultation with local governments and property owners. Special outreach will be conducted with police, fire and school organizations. Every effort will be made to maintain existing travel patterns. Many travelers making shorter trips will be able to reach their destinations more quickly due to the improved accessibility provided by the completed project.

Also, see **Response 3.8.1** for discussion of input from Amish residents.

3.7.2 – Consider New Technologies

The future of driverless transportation is unclear. Driverless transportation may lead to more vehicular trips, especially freight trips. In any anticipated scenario, freight vehicle hour savings are an important value to the economy.

The future of other technologies (such as 3D printing) cannot be determined at this time.

Such issues fall under the heading of “incomplete or unavailable information.” (40CFR 1502.21).

Section 3.8 – Title VI/EJ Impacts

3.8.1 – Amish Residents

Several dozen comments identified the special travel needs of the Amish community. These comments cited both the potential difficulties of incorporating a new high-speed roadway in or near the Amish community. These include safe access across such a roadway, and maintaining access to businesses in Loogootee. These businesses provide groceries, hardware, banking services and medical services.

Subsequent to the close of the DEIS comment period, two additional meetings were held with members of the Amish community. These were held in two different locations in the area north and east of Loogootee. Input emphasized access and roads most often used by Amish. These meetings were the continuation of the engagement process which will continue into Tier 2 studies.

Section of Independent Utility (SIU) 4 of the project will consider multiple alignments in the vicinity of Loogootee. See **Standard Response 3.4.2**. To explain changes since the DEIS and disclose added alignments to be considered in Tier 2 studies, a meeting with the area’s Amish residents was held in Martin County. This meeting featured large project maps. Comment forms also were available. Continuing input from the Amish community will be an important factor in identifying a single alignment in Tier 2 studies.

Meeting summaries are included in **Appendix OO – Amish Outreach**. These meetings provided key input to guide future planning for the project. This input included:

- Identifying key north-south and east-west roads used by the Amish community. These were obtained from Amish residents who marked large maps of the area.



- The commitment was made to obtain detailed information on buggy travel patterns that will be obtained during Tier 2 studies.
- A route for **Alternative P** east of Loogootee is preferable.
- It will be important to include the community when access decisions are made during Tier 2 studies.
- Underpasses are preferable to overpasses or at-grade crossings for the Mid-States facility.
- Suggested locations for modifying/widening the **Alternative P** corridor.
- Points of Contact with the Amish community were established.

Project representatives also provided feedback on several questions about specific corridor and alignment location decisions.

Section 3.9 – Air Quality Impacts

3.9.1 – Land Cover and Climate Change

Farmland acreage in the Study Area decreased by 330,000 acres between 1974 and 2017. (FEIS **Section 3.6.3.5**). Farmland acreage in the Study Area is forecasted to decrease by another 340,000 acres by 2045. (FEIS **Section 3.6.3.7**).

These forecasted acreage reductions are due to ongoing economic trends. The project's estimated direct impacts will be insignificant compared to these long-term trends. The project's impacts would be 0.20 to 0.27 percent of these long-term reductions. The indirect forest impacts are approximately 1 percent or less than the direct forest impacts. See FEIS **Table 3.6-1**. These long-term reductions in farm acreage will be due to landowners changing the use of farmland for economic benefit.

Forest cover within the Study Area has increased in the last several decades, and these trends are projected to continue through 2045. Between 1998 and 2019, forest cover in the Study Area increased from 1.26 million acres to 1.31 million acres. It is forecasted to increase to 1.37 million acres in 2045. Please refer to **Appendix F – Cumulative Impacts Baseline Trends**.

Forest mitigation will be considered in Tier 2 studies as part of Section 7 consultation with the USFWS. Such mitigation would provide additional forest coverage which would be protected.

Wetland impacts will be mitigated at ratios which will result in more wetland acreage.

The carbon sequestration benefits of forest land is considered in **Appendix RR – Greenhouse Gas Analysis**.

3.9.2 – Worsening Climate Change

The selected alternative results in an increase of 0.39 percent in greenhouse gas emissions in the Study Area. Slight emission increases due to this project have the potential to be offset due to increased use of electrical vehicles. See **Appendix RR – Greenhouse Gas Analysis** for further discussion. In addition, the Infrastructure and Investment Jobs Act provides for a major federal commitment to increase the use of zero-emissions vehicles.



3.9.3 – Worsening Regional Air Quality

Within the 12-county study area, emissions of volatile organic compounds (VOC) and Oxides of Nitrogen (NO_x) are forecasted to increase only 0.4% for **Alternative P**. See FEIS, **Table 3.9-3**. These slight emission increases are expected to be offset by long-term and significant reduction in vehicle emission rates required by federal policies.

Section 3.10 – Noise Impacts

3.10.1 – Noise Impacts

Analysis and mitigation of noise impacts is governed by federal regulations (23 Code of Federal Regulations (CFR) Part 772 “Procedures for Abatement of Highway Traffic Noise and Construction Noise.”). INDOT’s Noise Policy (<https://www.in.gov/indot/files/2017-INDOT-Noise-Policy.pdf>) implements these federal requirements. Federally required noise impact analyses (including potential noise abatement measures) will be conducted in Tier 2 studies. These include measurements of existing sound levels, modeling potential increases in noise levels and consideration of noise abatement measures.

Section 3.13 – Cultural Resource Impacts

3.13.1 – Cultural Resource Impacts

Preferred **Alternative P** in the DEIS did not include any listed resources within the boundaries of its working alignment. However, a variation of **Refined Preferred Alternative P (RPA P)**, which follows existing US 231 through downtown Loogootee, includes two eligible resources within, and adjacent to, the existing right-of-way. This variation of **RPA P** through Loogootee was developed in response to public and elected officials’ comments received on the DEIS. The table DEIS in **Appendix E - Preliminary Impacts to Cultural Resources Table** within **Appendix O – Historic Properties Analysis** showed that eight listed or potentially eligible resources are between 43 and 1,788 feet of the boundaries of the **Alternative P** working alignment.

During Tier 2 studies, detailed evaluations will be made to determine the eligibility of cultural resources for listing on the National Register of Historic Places (NRHP). For such resources, effects determinations will be made to determine whether the project will alter directly or indirectly the characteristics that would qualify these resources for inclusion in the National Register of Historic Places. Engineering assessments will continue to seek to avoid or minimize any proximate impacts from the project.

Section 3.16 – Threatened and Endangered Species

3.16.1 – Listed Species

Alternative P has the lowest TES impacts of alternatives satisfying the Purpose and Need. It has the lowest impacts to listed species on four of five measures considered in Chapter 5 – Comparison of Alternatives. See **Table 5-1**. Impacts to listed species have been evaluated in formal Section 7



consultation with the US Fish and Wildlife Service. Appropriate conservation measures (mitigation) will be determined during formal Section 7 consultation in Tier 1 and Tier 2 studies.

Tier 1 analysis methods have been developed in consultation with the US Fish and Wildlife Service. These methods were determined appropriate for a Tier 1 study. The analysis methods will be refined during Tier 2 formal Section 7 consultation.

Section 3.17 – Floodplain Impacts

3.17.1 – Floodplain Impacts

Each alternative's working alignment is designed to avoid and minimize floodplain impacts. These efforts emphasized avoiding and minimizing longitudinal floodplain impacts. The Patoka River and its tributaries are situated throughout Dubois County. Some level of impacts to these streams is inevitable. Further efforts will be made in Tier 2 studies to avoid and/or minimize these impacts.

Post-NEPA permits for floodway and floodplain impacts will be obtained from appropriate agencies.

Section 3.18 – Wetland Impacts

3.18.1 – Wetland Impacts

The impacts of Preferred **Alternative P** are reasonable given the approximately 54-mile length of the project. **Alternative P** has fewest impacts of all alternatives. See FEIS **Table 3.18-1**. Significant efforts continue to avoid and minimize impacts. Further efforts to avoid and minimize wetland impacts will be made in Tier 2 studies.

Actual wetland impacts will be mitigated at ratios which will result in equivalent wetland acreage.

Section 3.19 – Stream Impacts

3.19.1 – Stream Impacts

Alternative P has fewest stream impacts of alternatives which address Purpose and Need. Tier 2 NEPA studies and subsequent design will minimize stream impacts to the extent practicable. Detailed compensatory mitigation for impacted streams will be developed as part of permitting under the Clean Water Act. Further efforts will be made in Tier 2 studies to avoid and/or minimize these impacts.

During Tier 2 studies, INDOT will confer with agricultural landowners regarding potential drainage issues.



Section 3.20 – Groundwater Impacts

3.20.1 – Runoff and Groundwater Impacts

Construction Best Management Practices (BMPs) will avoid and minimize construction-related impacts to groundwater. These BMPs include roadside ditches with grass or other filters. During construction, construction vehicle maintenance will be carefully located and monitored.

The highway will be built with a wide range of IDEM BMPs to prevent contaminants from entering groundwater. Potential measures include buffer zones around aquatic resources, ditches designed to treat roadside runoff and minimizing vegetation and tree clearing.

Section 3.21 – Forest Impacts

3.21.1 – Forest Impacts

The level of forest impacts is reasonable given the approximately 54-mile length of the project and the land cover along portions of it. The two other alternatives which satisfy Purpose and Need have more than twice the forest impacts of **Alternative P**.

Significant efforts were made and are being made to avoid and minimize forest impacts. Avoidance and minimization efforts will continue in Tier 2 studies. Forest mitigation will be considered in Tier 2 studies as part of Section 7 consultation with the USFWS. Such mitigation would provide additional forest coverage which would be protected.

The 12-county Study Area had a three percent increase in forested area between 1986 and 2019. The Study Area is expected to have an additional net gain of forest by 2045. See FEIS **Section 3.6.3.5**.

Owners whose forested land is acquired for the project will be compensated as provided in INDOT's relocation policies. See <https://www.in.gov/indot/files/FHWA-Relocation-Brochure-GREEN.pdf>.

Every effort is being made to reduce impacts to core forest habitat. This recognizes the important role this habitat has for species such as many types of songbirds.

Section 3.23 – Karst Impacts

3.23.1 – Karst Impacts

Preferred Alternative P had no impacts to karst areas or karst features. See **Table 3.23-1**.

Section 3.24 – Agricultural Impacts

3.24.1 – Agricultural Land

The level of agricultural impacts is reasonable given the 54-mile length and location of the Mid-States Corridor Project in an agricultural region. Significant efforts were made and are being made to avoid and minimize impacts.



Farmland impacts must be viewed in the context of long-term trends of significant decreases in agricultural land in the Study Area. Farmland acreage in the Study Area decreased by 330,000 acres between 1974 and 2017. See FEIS **Section 3.6.3.5**. Farmland acreage in the Study Area is forecasted to decrease by another 340,000 acres by 2045. See FEIS **Section 3.6.3.7**. This decades-long trend represents decisions by owners of agricultural land to sell land or convert agricultural land to other uses. This farmland conversion represents decisions which landowners make for personal economic advantage.

The estimated impacts of the Mid-States project are negligible in the context of these long-term trends in farmland conversion. The estimated acreage losses are between 0.20 percent and 0.27 percent of the conversion of 670,000 acres of farmland conversion between 1974 and 2045.

Every alternative has impacts to agriculture. Impacts to agricultural lands are balanced with impacts to other land use types. These include forested areas, karst regions, aquatic resources and government-owned lands. Some land in these categories enjoys legal or regulatory protection.

3.24.2 – Agricultural Income

Agriculture income losses are forecasted for each alternative. See **Table 3.24-2**. These estimates are based on the most current appropriate data available. This includes the 2016 National Landcover Database and the 2020 USDA State Agricultural Overview for Indiana. More detailed analyses of reductions in agricultural income are provided in **Appendix FF – Agricultural Impacts**.

Efforts have been made in alternative designs to avoid impacts to major agricultural structures housing turkeys, chickens and livestock.

In Tier 2 studies, reasonable efforts will be made to minimize impacts to agricultural operations. These will include following property lines, minimizing point rows, maintaining local road access for farm equipment, etc.

Section 3.25 – Ecosystem Impacts

3.25.1 – Ecosystem Impacts

Detailed mitigation strategies for ecosystem impacts will be evaluated in Tier 2 studies. These may include culvert and bridge designs to allow upstream movement of aquatic life, lighting and fencing to reduce roadkill, reasonable efforts to avoid and minimize forest fragmentation and strategically placing wildlife crossings to permit movement of reptiles, amphibians and mammals. In response to agency comments, locations for potential wildlife crossings have been identified for consideration in Tier 2 studies. Please refer to **Section 6.2.7 – Ecosystems**.

Preferred **Alternative P** has significantly fewer potential wildlife impacts than the two other alternatives (**Alternative M** and **Alternative O**) which satisfy the Purpose and Need. See **Table 5.1**. Compared to **Alternative P**, the other two alternatives have at least 50 percent greater stream impacts and two to three times the forest impacts. **Alternative P** impacts no known karst features, while the other two alternatives potentially impact dozens of karst features.



Section 3.27 – Managed Land Impacts

3.27.1 – Hoosier National Forest

Preferred **Alternative P** does not impact any portion of the Hoosier National Forest (HNF). This includes both federally owned land as well as land within HNF’s acquisition boundary.

3.27.2 – Gantz Woods

Gantz Woods is a privately-owned property, managed by The Nature Conservancy (TNC). It is managed as wildlife habitat, and its forested areas are managed for periodic timber harvesting. It is open to the public for activities such as birdwatching and hiking. As privately-owned property, it does not enjoy legal or regulatory protection. Given its current use, effort will be made to minimize impacts during Tier 2 studies. Potential impacts to Gantz Woods are considered in **Section 3.27.3** of both the DEIS and FEIS. Currently, estimated impacts to Gantz Woods are five to six acres. A commitment has been added that during Tier 2 studies INDOT will confer with TNC regarding potential impacts to Gantz Woods. See **Section 6.2.9 – Managed Lands**.

Chapter 5 – Comparison of Alternatives

5.1 – Comments of Support

As described in **Chapter 5 – Comparison of Alternatives** and elsewhere in the FEIS, Preferred **Alternative P** will provide significant benefits to Southern Indiana. It will provide significant accessibility improvements for business activity, increase labor force accessibility to major business centers, significantly improve regional freight flows and improve access to major intermodal centers beyond the Study Area.

Of all alternatives which satisfy the purpose and need, it has the fewest impacts to key natural resources. It also has the highest overall performance on project goals.

It also will result in hundreds of fewer crashes each year in Southern Indiana. It also will provide increases in employment, personal income and business activity. It is supported by many leaders and public officials throughout the region.

Chapter 7 – Comments, Coordination and Public Involvement

7.1 – Popular Vote

INDOT follows multiple FHWA Public Involvement (PI) requirements. See p. 46 of INDOT 2021 PI Manual (https://www.in.gov/indot/files/INDOT_PPIP_FINAL.pdf). There is no legal or regulatory mechanism for conducting a referendum for a transportation project.

7.2 – PI Process

The scale of the Mid-States Corridor Project, with its 12-county Study Area, demanded a robust public involvement process. The outreach efforts for this project were designed to reach a broad audience, with emphasis on regions where potential routes were under consideration. Stakeholder meetings were



held with dozens of businesses, industries, economic development organizations, and Amish community members, to name a few.

Additionally, Regional Issues Involvement Teams were established consisting of representatives from a variety of groups and organizations, including elected officials, local government employees, school corporations, emergency services, business leaders, tourism and others. These groups were established in four regions (south central, northwest, north central, and northeast) which coincided with the potential routes under consideration. In ten different meetings representatives provided critical local knowledge to inform the project team while also serving as a conduit of information sharing back to the groups/communities they represent.

Six large-scale public involvement meetings and two public hearings were held during the project development process as well. Care was taken to identify host locations proximate to areas most likely to be impacted by potential routes and that were sufficiently large to accommodate big crowds. Meetings-in-a-box displays were located at over a dozen libraries in the study area coinciding with each public meeting as well. These displays included printed study materials and forms for submitting written comments at these locations. After the close of the comment periods, all comments from these Meetings-in-a-box were retrieved by project staff and were added to the project record.

Public notice of the meetings was disseminated at least two weeks prior to each meeting through all variety of media outlets including the project website, social media, traditional media, and fliers provided to stakeholder representatives.

All told, over two thousand persons attended stakeholder and public meetings. Thousands of written and verbal comments were submitted through the process. Additional feedback was received from project office visitors, phone inquiries, email correspondence and questions and comments provided through the website comment portal.



**MID-STATES
CORRIDOR**

FEIS VOLUME IV RESPONSES TO COMMENTS – PART 3, INDIVIDUAL RESPONSES

Mid-States Corridor Tier 1 Environmental Impact Statement

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

MAY 22, 2023

Prepared by
Mid-States Corridor Project Consultant





This is Part 3 of Volume IV of the Mid-States Tier 1 FEIS. It provides individualized responses to comments submitted on the DEIS. In most cases, these responses combined ad hoc responses with references to standard responses in Part 2. Part 3 begins with an alphabetical listing of the authors of each comment. The listing also contains the comment number. Following this listing, comments are provided in comment number order, followed by a response.

Roster of Comments with Individual Responses - Alphabetical by Last Name

Comment Number	Last Name	First Name	Organization (If Any)
527	Ahler	Tom	
324	Arvin	Jim & Helen	
815	Bachant-Bell	Danielle	Indiana Landmarks
181	Barton	Paul	Eastern Shawnee Tribe
25	Baugh	Chris	
154	Blessinger	Brian	
775	Bookwalter	Mary	
184	Brown	Doug	Multi Resource Mgt. Inc.
718	Buffington	Matthew	Indiana Department of Natural Resources
146	Burch	Martin	
47	Carlson	Rick	
46	Carpenter	William J.	
99	Carpenter	William	
770	Carpenter	William Joshua	
650	Chestnut	Daniel	
399	Clemens	Larry	
687	Cooper	Harold	Premeir Companies
22	Crays	John and Anne Marie	
765	Crone	Erin	
889	Drake	David	
326	Durcholz	Marisa	
328	Durcholz	Marisa	
370	Durcholz	Marisa	
380	Durcholz	Marisa	
708	Durcholz	Marisa	
731	Durcholz	Marisa	
376	Eichmiller	Terri	
1041	Eichmiller	Terri	
145	Ellis	James R	
24	Fellers	Andrew	
801	Fellers	Andrew	
387	Fox	Brian A.	

Roster of Comments with Individual Responses - Alphabetical by Last Name

Comment Number	Last Name	First Name	Organization (If Any)
84	Furhman	Ken	
684	Gates	Mary	
1000	George	Paul	Martin County Farm Bureau
618	George, Albright	Paul, Warren	Martin County Commissioners and Council
623	Goodpaster	Chrystal	
192	Haas	Tyler	
363	Haas	Kyle	
4	Hagan	Kim	
481	Harty	Noel	Mayor, Loogootee
773	Hoffman	Julie	
810	Hoffman	Ryan Michael	
811	Hoffman	Brie Elizabeth	
812	Hoffman	Bryce Luther	
729	Hunsicker	James	Dubois County Airport Authority
143	Jenkins	Dave	
137	Joannes	Michael	Town of Santa Claus
525	Jones	Greg	Southern Indiana Development Corp.
638	Klem	Ben	
1070	Knight	Lance	
81	Krampe	Sue	
367	Krampe	Sue	
720	Krodel	Tom	Deerwood Club
483	Lannan	Joe	
732	Lannan	Joe	Martin County Governments
50	LeTourneau	Traci	
1050	Lowe	Julia	Sierra Club
555	Lubbers	Whitney	Dubois County Visitors Center
647	Lukomski	Joseph	
323	Maloney	Tim	Hoosier Environmental Council
1049	Maloney	Tim	Hoosier Environmental Council
624	Mason	Marion	
968	Mathies	Lance	

Roster of Comments with Individual Responses - Alphabetical by Last Name

Comment Number	Last Name	First Name	Organization (If Any)
945	Melchior	Julie	
1057	Melchior	Jeanne	
381	Messmer	Mark	Indiana Senator
716	Nelson	John	U. S. Department of the Interior
837	No Name		VET Environmental Engineering
114	Nowotarski	Mark	
118	Nowotarski	Mark	
119	Nowotarski	Mark	
120	Nowotarski	Mark	
147	Nowotarski	Mark	
151	Nowotarski	Mark	
152	Nowotarski	Mark	
405	Nowotarski	Mark	
530	Nowotarski	Mark	
898	Nowotarski	Mark	
37	Parker	Dana	
707	Peterson	Dan	French Lick Parkway Coalition
375	Rasche	Dorthy	
13	Renschler	John	
696	Rowekamp	Kathy and Bill	
79	Schlinder	Steve	
1032	Schnaus and Poe	Stan and Kathy, Tom	
205	Schnell	Scott	
592	Schroerig	John	
476	Seals	Scott	Martin County Highway Superintendent
383	Seddon	Matthew	Bloomington Indiana Grotto
691	Seger	Leslie	
321	Seifers	Brantley	Farm Bureau
713	Selig	Matthew	Indiana Karst Conservancy
860	Sermersheim	Bill & Karen	
947	Sermersheim	Karen	
45	Sheetz	Derek	

Roster of Comments with Individual Responses - Alphabetical by Last Name

Comment Number	Last Name	First Name	Organization (If Any)
111	Smith	Francis	
122	Smith	Martha	
694	Snyder	Debra	U. S. Army Corps of Engineers
30	Sparrow	Kent	
53	Sparrow	Kent	
649	Sparrow	Kent	
194	Spurgeon	Eric	
734	Stant	Jeff	Indiana Forest Alliance
1052	Sternberg	Don	Jasper Outdoor Recreation Association
2	Street	Terry J	
9	Thibodeaux	Rene	
613	Tokarski	Thomas and Sandra	
41	Toon	Kenneth	
105	Tretter	Chris	Sultan's Run Golf Course
159	Uebelhor	Brooke	
43	Vogler	Lee	
109	Wagler	Delbert & Virginia	
42	Walker	Nathan	
333	Wathen	Vickie	
139	Werne	Wayne	
717	Westlake	Kenneth	U. S. Environmental Protection Agency
892	Wickman	Dennis	
327	Wintergerst	David	
1010	Wittmer	Rebecca	
816	Yeager	Kent	Indiana Barn Foundation
621	Zins	Alicia	
36		William	

Street, Terry J

2 - Alternatives

3.5 – Relocation Impacts

Comment

I have a couple of questions. 5 miles north of Haysville, the route hooks to the right at Old School, and Beard Road, and then back west. There is nothing in the area to the west if you run that section in a straight line. This loop would disrupt too many homes including mine.

Also nobody around here wants this road. Perhaps bypassing the towns, and improving 231 with passing lanes in areas that doesn't take peoples land would be ok, but not this. If you wanted this area to be closer to an interstate, why didn't they bring I69 closer this way. I69 is not heavily traveled at all, I agreed with I69 but not this project. If you put it on the ballot, I guarantee it would not pass.

Response

Regarding improvements to US 231, please refer to **Standard Response 2.2**.

Regarding ballot measures for highway projects, please refer to **Standard Response 7.1**.

The alignment was shifted to the east to avoid several sensitive resources. These included wooded areas, multiple high-value poultry operations and wetlands. These poultry operations also have permitting requirements. In addition to these, reclaimed coal ground was avoided due to potential poor soil quality.

Hagan, Kim

ES – EIS Summary

3.5 – Relocation Impacts

Comment

I haven't been paying much attention to this until the "preferred route" was identified. Looks like Route P will run right through my neighborhood. I'm just curious if you have an estimate of when construction would actually start on this road. It looks like there are multiple studies involved that can take a few years. Will those studies run concurrent with one another? Or does one need to be completed before another can start? I feel like we are looking at 10-15 years. Am I overshooting that number?

If the actual road doesn't come through my yard but is to the east of me, what are the odds my home and land would still be purchased?

Response:

Regarding the timing of construction, please refer to **Standard Response ES.2**.

Impacted parcels, along with the structures on them are analyzed on a case-by-case basis. For more information on the acquisition process, please refer to **Standard Response 3.5.3**.

There will be multiple Tier 2 studies. They can run concurrently, but that is not typical. The studies tend to correlate with project funding. Projects of this magnitude have significant costs. For that reason, they typically are phased. This spreads the investment over an extended period. There is no proposed timeframe for subsequent Tier 2 studies and ensuing construction currently.

Thibodeaux, Rene

2 - Alternatives

Comment

Has the interstate-standard freeway option been eliminated for the Mid-States Corridor? Is corridor construction now limited between I-69 and I-64 with no future extension to the Ohio River and Owensboro KY? Was the Mid-States Corridor proposed long before the I-67 Development Corporation concept and was the option of I-67 ever seriously considered or not by INDOT? Will INDOT request the U.S. 231 designation for the Mid-States Corridor from the AASHTO when completed?

Response:

Regarding the role of previous studies such as the I-67 study funded by private interests, see **Standard Response 1.2**.

Regarding the elimination of freeways as a facility type, see **Standard Response 2.8**.

With the elimination of freeways as a facility type, the Tier 1 EIS considers build alternatives between I-64 and I-69. The designation of the Mid-States Corridor after its construction has not been determined. This study does not consider other projects, such as those which the comment describes in Indiana and Kentucky.

Renschler, John

3.24 – Agricultural Impacts

Comment

It will be a Hoosier tragedy if a beautiful family farm east of Jasper is bisected by Route P. Two grandsons of the original owner have built new homes on the farm... homes that now house their families and five great-grandchildren. It was both their intents that these homes preserve the wonderful history of this farm for their and future generations, and this State. Also, a granddaughter owns another third of the farm, and has plans to relocate to Jasper in the future. However, all of these and future generations' lives and plans would be totally blown up by Route P. An important and quintessential Hoosier farmstead would be lost. The original farmhouse and barns.... gone. Two beautiful family homes... gone. A country farm pond... gone, and beautiful rolling acres now yielding corn, beans and hay... gone, not to mention the acres of woods, trees and wildlife. So in summary, this State and family treasure must not be lost. There are fewer and fewer of these Hoosier farms, and they should be preserved at all costs, lest our State lose all of its personality to pavement. Thank you from ã family member.

Response

Regarding specific relocation issues, please refer to **Standard Response 3.5.3**.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

In addition, a specific alignment is identified during the Tier 2 studies. The study team will conduct a detailed assessment of the chosen corridor and gather detailed information about potentially impacted properties such as your family farm. The information gathered will assist efforts to not adversely impact a particular land use type over others.

Crays, John and Anne Marie

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Dear Sirs,

My family's farm is smack in the middle of the proposed corridor. It will actually cut our farm in half. Search Crays Lane. My husband has cattle and is very worried how he will be able to have his cattle cross the fields. My son moved home from California to work on the farm, and had intended on continuing farming. It's been in the family since at least the 1800s. 2 of my children want to build homes on our farm. We beg you to reconsider. There is no real good reason for this road. No one is in favor of it. It will kill Loogootee. How is this helping our small towns? Martin County will lose tax money, We already have Crane which doesn't help with the tax situation. There is not enough land now for people to build. We really should use that money to fix our existing roads. Thanks for your consideration,
John and Anne Marie Crays

Response

Regarding the substantial benefits offered by the project, please refer to **Standard Response 2.6**.

Regarding the economic effects in Martin County, please refer to **Standard Response 3.4.2**.

Regarding the effects of the project on local tax revenues, please refer to **Standard Response 3.4.4**.

Regarding availability of replacement housing, please refer to **Standard Response 3.5.2**.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**.

In addition, a specific alignment is identified during the Tier 2 study process. The study team will conduct a detailed assessment of the chosen corridor, gathering detailed information about potentially impacted properties such as your family farm. The information gathered will assist efforts to not adversely impact a particular land use type over others.

Fellers, Andrew

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

Martin County, Indiana has one of the highest percentages of government land-ownership by total land area of any county in the state. Between NSWC Crane, the Martin State Forest, and various DNR owned lands, the county is ~40% owned by some government organization. Route P deliberately runs through farmland in an attempt to reduce the cost of buying homes along US-231. Taking land to build a new-terrain road in Martin County will only further increase the amount of land owned by the government, and destroy resource-limited farms and Amish communities.

There are ample ways to improve the existing US-231 corridor in areas that very minimally impact farms and homes. This alternative should be studied in much more depth than building a new-terrain roadway parallel to US-231, especially between Crane and Jasper.

Response

Regarding the significant impacts to homes, businesses and cultural resources identified for a widening of US 231, please refer to **Standard Response 2.3**.

Regarding outreach to Amish communities in Daviess and Martin counties, please refer to **Standard Response 3.8.1**.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**.

Standard Response 2.3 describes that an upgrade to US 231 was considered as **Alternative R** in the Screening of Alternatives. **Alternative R** was not carried forward for analysis in the DEIS due to poor performance and significant impacts to the human environment. **Alternative R** was reconsidered in the FEIS, and these prior findings were reconfirmed.

As the commentor notes, various levels of government own significant amounts of land in Martin County. Currently, 35.0 percent of land in Martin County is owned by federal, state and local governments. This would increase to approximately 35.4 percent after the construction of **Alternative P**.

Baugh, Chris

2 - Alternatives

3.27 – Managed Land Impacts

Comment

Question: What kind of local improvements will be made before West Boggs lake on HWY 231?

Thanks Chris

Response

Regarding details about local improvements, please refer to **Standard Response 2.7**.

Local improvements identified in the vicinity of West Boggs lake on US 231 are conceptual in this Tier 1 EIS. They will be finalized in subsequent Tier 2 NEPA studies. Specific information is not available at this time.

Sparrow, Kent

2 - Alternatives

3.5 – Relocation Impacts

Comment

Hello. My name is Kent Sparrow and I live near the Huntingburg Airport. The preferred and optimized route P (south of Huntingburg) has been posted for years. Route P was to run east of the airport, following the railroad tracks towards Huntingburg to the east.

The new Route P (south of Huntingburg) has been very recently changed and will run west of the airport. It appears this route is not optimal due to :

More homes being lost.

Encroaching upon the Airport's future western expansion.

2 awkward and dangerous curves: one to get around the airport and one to join back up to the original route near the railroad track.

My questions are:

1. Why was this changed?
2. Why was it changed so recently when the optimal route was posted for years?
3. Is there a justification for this change?
4. Could the original Route along the railroad tracks to the east still be considered?

Response

The adjustment of the route for Alternative P in this area was made due to constraints of the airport protection zones as well as other physical and environmental constraints.

The change was made between the preliminary alternative screening and the DEIS based on stakeholder coordination and additional engineering evaluation.

The route is no longer being considered due to the constraints of the original airport protection zones and other physical and environmental constraints.

All elements of the current proposed alignment for the preferred corridor will accommodate current design standard geometric requirements for the roadway. Potential relocation impacts are anticipated to be comparable to the earlier route.

William (No Surname)

3.1 – Overview and Methodology

3.16 – Threatened and Endangered Species

3.18 – Wetlands Impacts

3.22 – Mineral Resource Impacts

3.23 – Karst Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am concerned that The MID STATES CORRIDOR 2 mile alignment in Daviess county 2.5 miles south of I-69 The 2000FT Alignment Does in Fact Impact Documented Known Karst Features. This is The Only section of The Shawnee Hills natural region within Daviess county. There are historic Rock houses Named Jolliff Rocks. With A diverse Sandstone Seep ecosystem. There are 40 ft high half mile long sandstone bluffs With Documented by the Indiana Cave Survey. These Rockshelter formations On each Side of First creek Are within the Alignment Area. There is an open shaft coal mine that continuously issues water.

These sandstone Bluffs and Coal Mine Serve as a Hibernaculum for Indiana brown bats, northern long eared Bats. First Creek Riparian Zone Serves as a Known documented flyway for these Bats to and from their Wintering grounds in these Rock formations And Summer Habitat at the Elnora Bat maternity colony mitigation site. And many other Sensitive species of aquatic Life Live in this. delicate Sandstone seep ecosystem. There is A huge wetland in First creek Bottom. This Wetland designated a wetland on the newest INDOT topographical maps Within the Alignment Area. There are recent reports of The common mudpuppy (Necturus maculosus) Being caught by Anglers in First Creek within the Alignment area. This is the first known report of a mudpuppy associated with the West fork White river or Any of its tributaries. This is one of the largest continuous Tracts of Forested Area within All of Daviess county containing Wetland And Riparian Zone And the Only Crawford Upland, Shawnee Hills Region Within Daviess County. There is A Nature Conservancy Property Named Gantz Woods within the Preferred Alignment . I am providing some Pictures, a Map and some documents to Back up my Concerns for the True Environmental Impact Potential. I hope the alignment stays on HWy 231 until 3 miles south of I-69. A true Environmental Study of This Area will Require “Boots on the ground” and should be studied in a little more detail than relying on Outdated METADATA Without taking into Consideration the true Biological Impacts on this Very SPECIAL AREA of our beautiful county.

Response

Refer to response to **Comment 0099**.

Parker, Dana

1 – Purpose and Need

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

How many farms and homesteads will be displaced by Mid-States Corridor Alt P?

Many farms (turkey, chicken, eggs, pork, beef, crops) are included in this area. How will your acquisition of this area ultimately affect the economy?

How will this affect the Amish communities, family-owned homesteads? From a cultural perspective, what is the true cost of this proposal?

From a tourism perspective, how will this really affect the economy?

For those displaced by the acquisition of Alt P, what are the comparable farms available to relocate within the area? Not many.

Your Purpose and Need statement talks about how this will “improves business and personal regional connectivity in Dubois County”, yet the route bypasses Jasper directly.

This raises more questions regarding cost vs benefit of the rural community that will be displaced by this route.

I oppose the Mid-State Corridor. Specifically, I oppose the use of Alt P of the Mid-State Corridor.

Response

Regarding the significant benefits offered by **Alternative P**, please refer to **Standard Response 2.6**.

Regarding the extent of relocations, please refer to **Standard Response 3.5.1. Section 3.5 – Relocation Impacts** in the FEIS provides details of relocation impacts. **Table 3.5.1** and **Table 3.5.2** provide potential relocations of agricultural structures.

Regarding the emphasis of relocation services in identifying suitable replacement housing, please refer to **Standard Response 3.5.2**. Taking of other land and structures acquired for the project will be compensated at fair market value.

Regarding continuing outreach to the Amish community, please refer to **Standard Response 3.8.1**.

Regarding effects on agricultural land and agricultural income, please refer to **Standard Response 3.24.1** and **Standard Response 3.24.2**.

Mid-States Tier 1 DEIS Comment

Page 2 of 2

Regarding input from tourism providers in the Study Area, please refer to **Standard Response 7.2**. Regional tourism destinations, which attract customers from a larger geographic area, have provided input about the importance of improved access which the Mid-States project can provide.

See FEIS **Section 2.6.1.1 – Core Goal Performance Measures** for details about benefits of **Alternative P** to the City of Jasper.

Toon, Kenneth

1 – Purpose and Need

Comment

I notice several vehicles approaching the subject line intersection from the south on 231 with right turn signals flashing that are not turning on 58 but signaling to turn onto Interstate 69 which is just a few hundred feet north of this intersection. This has caused several accidents and several near misses for someone approaching the intersection from the east on 58 and thinking it is ok to proceed into the intersection because they think the approaching vehicle from the south is turning onto 58 when they are not. A dedicated right turn lane on 231 for 58 would alleviate this condition. I think this is a safety issue that should be addressed. Thank You.

Response

This is in the approximate area that Local Improvement 9 associated with **Alternative P** has been identified. However, the timing and exact locations for the construction of the Local Improvements has not been identified. For further information, please refer to **Standard Response 2.7**.

This comment also has been referred to the INDOT Vincennes District for its consideration.

Walker, Nathan

7 – Comments, Coordination and Public Involvement

Comment

Just wanted to say that Jason DuPont did a good job last night. Aside from the food truck selling jumbo tenderloins outside, I'd have to say that his presentation was the high point of the event.

Response

It's hard to compete with jumbo tenderloins!

Vogler, Lee

2 – Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

Comment

At the start it was east of 231/airport/Huntingburg or west of 231/airport/Huntingburg. Now it's west of airport and east of Huntingburg. Why?

When you take someone's land how do you replace it?

When you take someone's home how do you replace it? Appraised value? Replacement cost?

If you're worried about destroying wetlands then why go through the bottoms north of the airport?

Also the wetlands southeast and along meridian road?

Why is the corridor so curvy instead of a straighter path?

Why not fix the roads that are already in place?

Why not make the current 231 wider at spots where it is less disruptive to people's livelihood?

Thanks!

Response

Regarding expenditures on existing state highways, please refer to **Standard Response 2.1**.

Regarding improvements to existing US 231, please refer to **Standard Response 2.2**.

Regarding issues related to relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding wetland impacts, please refer to **Standard Response 3.18.1**.

Regarding adjustments to **Alternative P** in the vicinity of the Huntington Airport, please refer to response to **Comment 0030**.

Sheetz, Derek

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

As evident at the meeting at Westgate the overwhelming majority of the residents do not want the mid states corridor. I also don't like the fact that INDOT is calling local business alliances and development councils and telling them to publicly support it. And I heard that directly from them. Also Mike Brauns office told me that it will create 3900 jobs. That is a lie. It is a 54 mile highway and there is no workforce here. I69 is hundreds of miles and created virtually no businesses in the local area. This is evidently being pushed by a few special interest groups that won't have their property taken. Let the people most affected decide. After all the land that was taken for I69 how could you possibly be in favor of more of it. How can you take hard working tax payers land and houses. People have invested decades of work and money in their homesteads. We want to live in a rural area. Northern Daviess county does not need two 4 lane highways. No matter how you spin it you know we don't want it. Let the people decide what is the best use of the properties they own. If this is built we will all know the officials in Indiana have absolutely no regard for what the people want and we pay your salaries.

Response

Regarding preferences to retaining relative inaccessibility, please refer to **Standard Response 1.3**.

Regarding the forecasted economic benefits for the Mid-States project, please refer to **Standard Response 2.11**.

Regarding relocation impacts and the relocation process, please refer to **Standard Response 3.5.1**.

Regarding the public input process for the Mid-States project, please refer to **Standard Response 7.2**.

It is important to clarify that INDOT did not call local business alliances and development councils requesting that they publicly support the Mid-States Corridor Project. That is not part of the environmental studies process. Whatever calls were made were not initiated by INDOT or the project team.

Carpenter, William J.

3.1 – Overview and Methodology

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.22 – Mineral Resource Impacts

3.23 – Karst Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impact

Comment

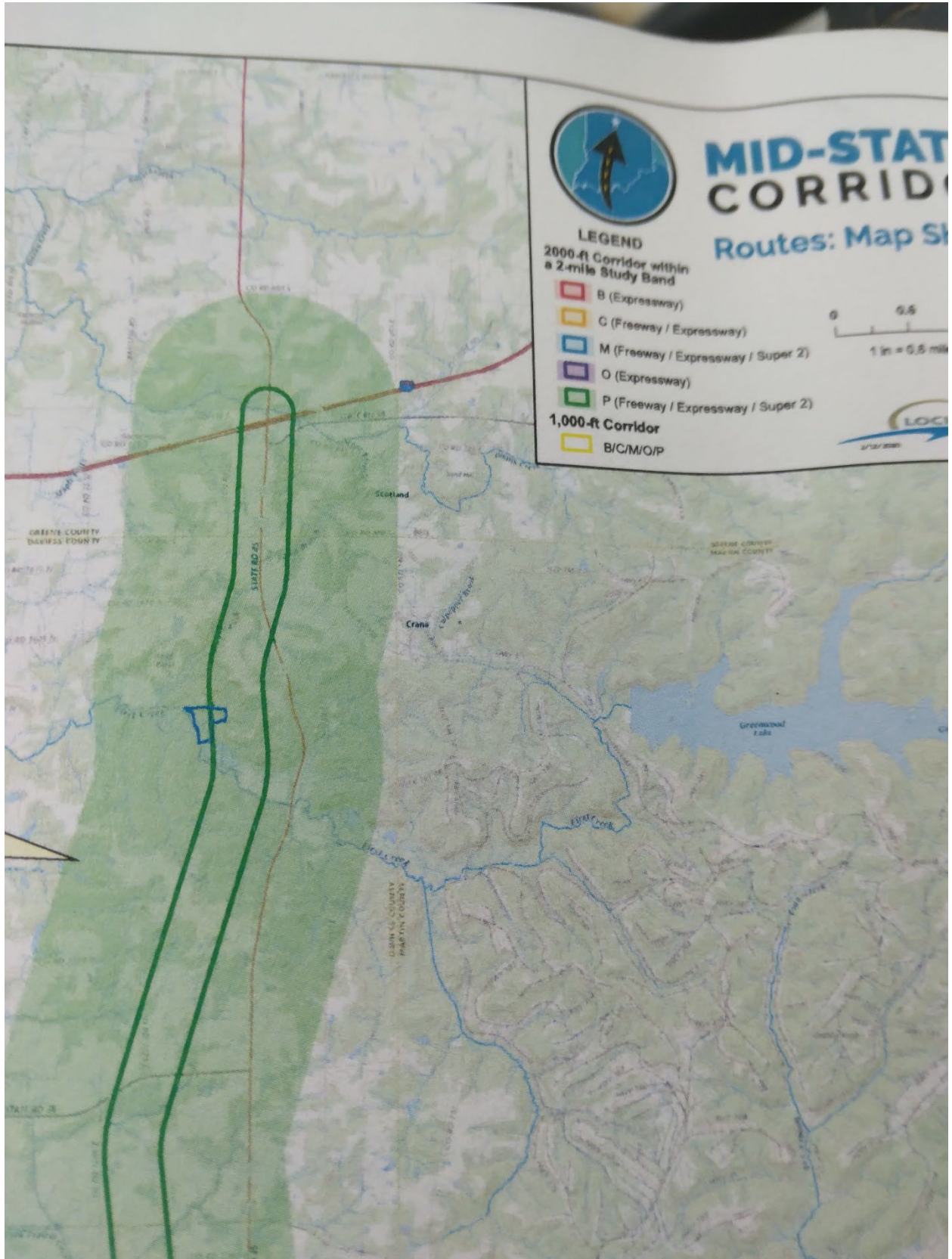
I am concerned that The MID STATES CORRIDOR 2 mile alignment in Daviess county 2.5 miles south of I-69 The 2000FT Alignment Does in Fact Impact Documented Known Karst Features. This is The Only section of The Shawnee Hills natural region within Daviess county. There are historic Rock houses Named Jolliff Rocks. With A diverse Sandstone Seep ecosystem. There are 40 ft high half mile long sandstone bluffs. These Rockshelter formations On each Side of First creek Are within the Alignment Area. There is an open shaft coal mine that continuously issues water. These sandstone Bluffs and Coal Mine most likely Serve as a Hibernaculum for Indiana brown bats, northern long eared Bats. First Creek Riparian Zone Serves as a Known documented flyway for these Bats to and from their Wintering grounds in these Rock formations And Summer Habitat at the Elnora Bat maternity colony mitigation site. And many other Sensitive species of aquatic Life Live in this delicate Sandstone seep ecosystem. There is A huge wetland in First creek Bottom. This Wetland designated a wetland on the newest INDOT topographical maps Within the Alignment Area. There are recent reports of The common mudpuppy (Necturus maculosus) Being caught by Anglers in First Creek within the Alignment area. This is the first known report of a mudpuppy associated with the West fork White river or Any of its tributaries. This is one of the largest continuous Tracts of Forested Area within All of Daviess county containing Wetland And Riparian Zone And the Only Crawford Upland, Shawnee Hills Region Within Daviess County. There is A Nature Conservancy Property Named Gantz Woods within the Preferred Alignment . I am providing some Pictures, a Map and some documents to Back up my Concerns for the True Environmental Impact Potential. I hope the alignment stays on HWy 231 until 3 miles south of I-69. A true Environmental Study of This Area will Require “Boots on the ground” and should be studied in a little more detail than relying on Outdated METADATA Without taking into Consideration the true Biological Impacts on this Very SPECIAL AREA of our beautiful county.

Response

Refer to response to **Comment 0099**.



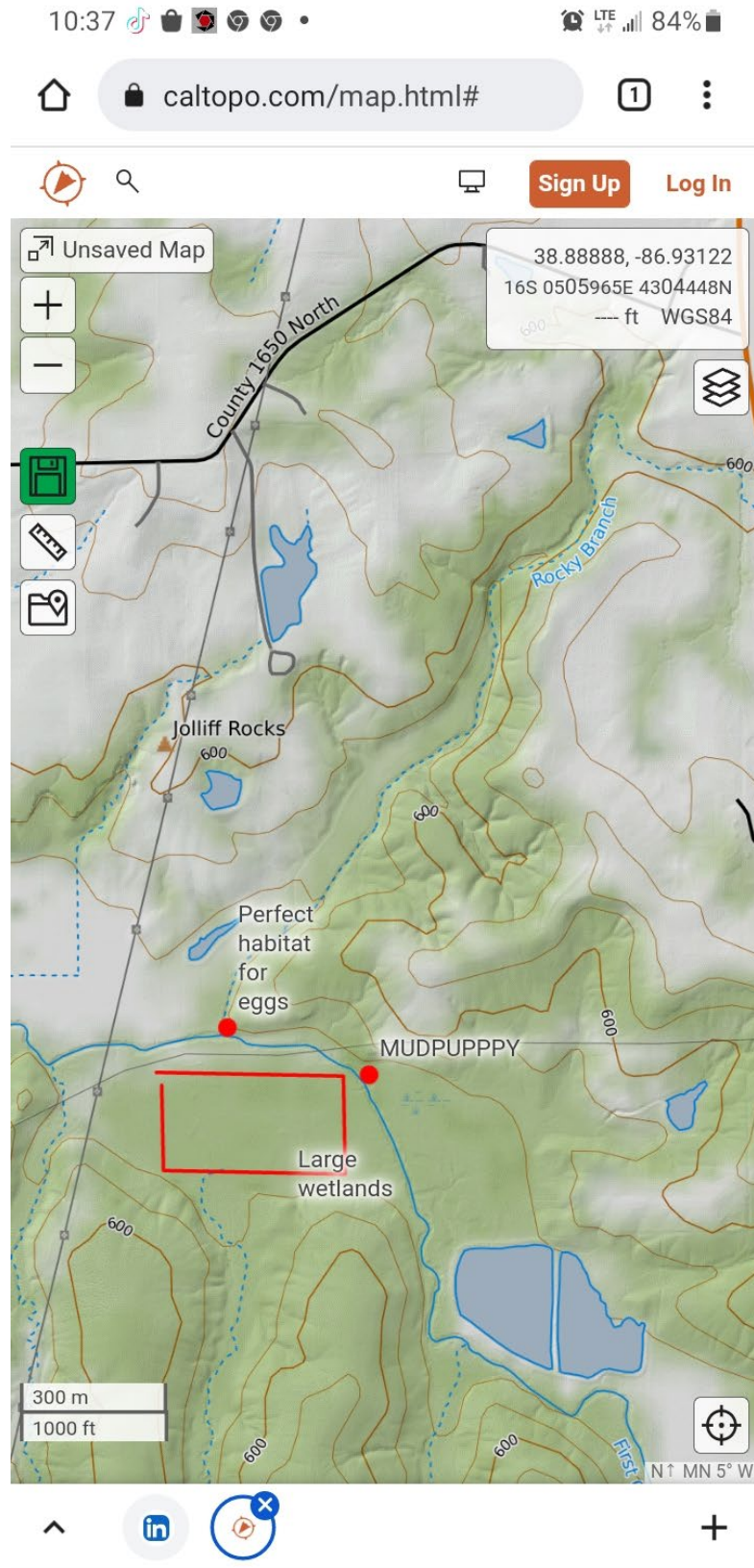


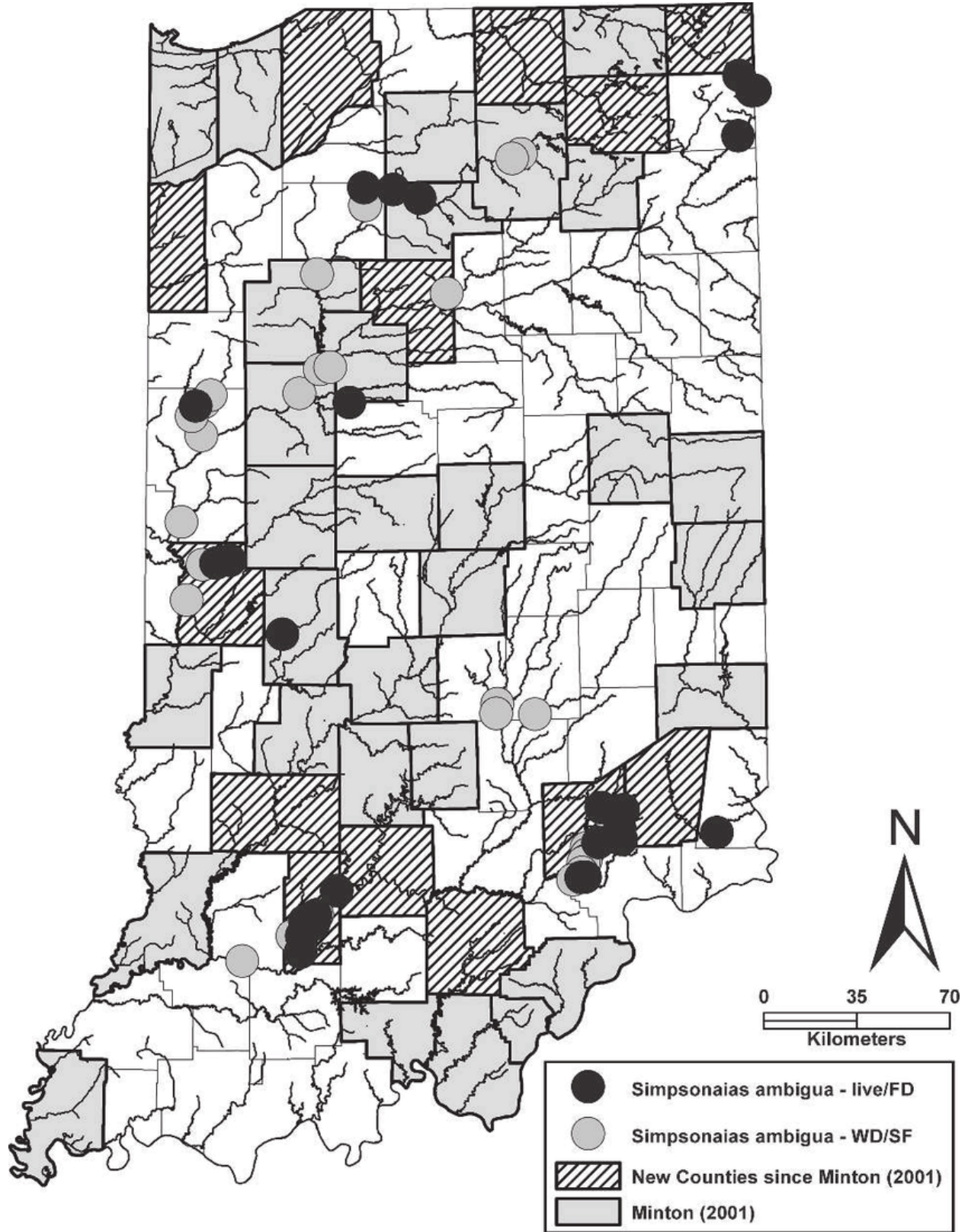






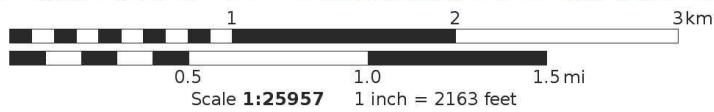








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**RECENT RECORDS FOR MUDPUPPIES (*NECTURUS MACULOSUS*)
IN INDIANA WITH NOTES ON PRESUMED DECLINES
THROUGHOUT THE MIDWEST**

Andrew S. Hoffman¹ and **Joseph R. Robb**: Big Oaks National Wildlife Refuge, Madison,
IN 47250, USA

Brant E. Fisher: Indiana Department of Natural Resources, Atterbury Fish and Wildlife
Area, Edinburgh, IN 46124, USA

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RECENT RECORDS FOR MUDPUPPIES (*NECTURUS MACULOSUS*) IN INDIANA WITH NOTES ON PRESUMED DECLINES THROUGHOUT THE MIDWEST

Andrew S. Hoffman¹ and **Joseph R. Robb:** Big Oaks National Wildlife Refuge, Madison,
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ABSTRACT. Mudpuppies (*Necturus maculosus*) have the broadest distribution of any fully aquatic salamander in North America but population trends are poorly understood. There are no demographic data for Mudpuppies in Indiana despite indications of population declines. Considering the dramatic decline of Hellbenders (*Cryptobranchus alleganiensis*) in Indiana, it is important to understand Mudpuppy population trends to ensure that similar declines are not occurring. Thirteen new county records for Mudpuppies are presented and the first published evidence of breeding in the state in almost a century. Salamander Mussel (*Simpsonaias ambigua*) records and the geographic inconsistencies between the known distributions of these two intimately-linked species are also discussed. Mudpuppies should be the subject of more extensive monitoring and conservation efforts to better understand their conservation needs.

Keywords: Mudpuppy, salamander mussel, Indiana

INTRODUCTION

Hellbender (*Cryptobranchus alleganiensis*) populations in the Midwestern United States experienced drastic declines during the mid-1900's (Wheeler et al. 2003). Some biologists (Davis et al. 1998; Minton 1998) have linked this decline with a presumed decline of Mudpuppies (*Necturus maculosus*), and Minton (2001) explicitly mentioned that Mudpuppies and Hellbenders in Indiana have declined for similar reasons. Yet Mudpuppy population dynamics remain understudied and poorly understood (Matson 2005). The most intensive study of an Indiana Mudpuppy population, now almost a century old (Evermann & Clark 1918), comes from Lake Maxinkuckee in Marshall County. This report also detailed the only published account of a Mudpuppy nest in Indiana. Most other Indiana records for Mudpuppies come from scattered museum specimens and anecdotal reports obtained from anglers who occasionally capture the salamanders by accident (Piatt 1931; Allyn & Shockley 1939; Minton 2001).

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Additional insight into Mudpuppy distribution in Indiana comes from a freshwater mussel species that cannot reproduce in their absence. Mudpuppies are the only known host for Salamander Mussel (*Simpsonaias ambigua*) larvae (Howard 1915); thus you will not find *Simpsonaias* unless *Necturus* is present. The Mudpuppy and Salamander Mussel are "Species of Special Concern" in Indiana (IDNR 2013), while the Salamander Mussel is a "Lower Risk, Conservation-dependent Species" globally (IUCN 2013). There is a need for more extensive monitoring of this widespread salamander in order to better understand current population trends and management needs. A compilation of recent survey efforts and historic records is presented to better assess the distribution and current status of Mudpuppies in Indiana.

METHODS

Quantitative sampling. Searches for Mudpuppies were conducted in streams at Big Oaks National Wildlife Refuge (BONWR) in Jennings County and Ripley County, Indiana. BONWR is a 20,234 ha refuge consisting of varied habitat ranging from grasslands and shrublands to mature forest. Numerous head-

water streams within the upper Muscatatuck River watershed dissect the refuge flowing east to west. These streams are shallow and clear with abundant limestone cliffs, ledges, and flat rocks. Visual encounter searches were conducted for Mudpuppies during June 2012 and May June 2013 in Otter Creek, Graham Creek, and Little Graham Creek. During these surveys, groups of 3-13 surveyors overturned large, flat, submerged rocks in search of Mudpuppies and nests. Our search method follows Matson (1998) and the timing of our surveys (May and June) corresponds to previous observations of nests (Petranka 1998; Matson 2005). Minnow traps baited with Ol' Roy canned dog food were used from 7 December 2012-12 January 2013 to trap for adult Mudpuppies in Otter Creek. Minnow traps were placed in a paired setup with a Frabill vinyl-coated minnow trap and a Promar medium minnow trap placed at each trapping location. Leaf packs, undercut banks, log jams, and large rocks were targeted when placing traps within streams.

Additional records. We compiled records for Mudpuppies collected incidentally while sampling fish statewide during other projects of the Wildlife Diversity Program, Indiana Department of Natural Resources, and investigated reports received of Mudpuppies caught by anglers and other biologists. These were verified by photo or specimen when possible. HerpNet and museums were also searched for collection records.

RESULTS

BONWR. 109.5 person hours were spent searching for Mudpuppies during June 2012 and May-June 2013. Eleven adult Mudpuppies and four nests were observed during visual encounter surveys in Otter Creek and Little Graham Creek at BONWR. Individuals were identified based on unique markings and scars noted in photographs. We sampled Otter Creek (88.3 person hours, 1078 cover objects, 4 km covered) more extensively than Graham Creek (21.2 person hours, 370 cover objects, 2 km covered) and Little Graham Creek (5 person hours, 80 cover objects, 100 m covered). During 2012, we found five adult Mudpuppies in Otter Creek, one of which was guarding a clutch of recently hatched larvae. Larvae were dispersed enough to make counting clutch size impossible. These Mudpuppies were observed in three

different stretches of Otter Creek (two sites in Jennings County and one in Ripley County) and all were at similar depths (<0.5 m), under large, flat rocks (>80 cm at widest point), and in calm clear portions of the creek.

During 2013, four adult Mudpuppies were found in two stretches of Otter Creek (Jennings County) and a single adult from Little Graham Creek (Jennings County). Two Mudpuppies from Otter Creek and one from Little Graham Creek were females guarding nests. Both Otter Creek nests were located under large, embedded, flat rocks over medium-sized cobble substrate with a single entranceway, and were within 10 m of sites where Mudpuppies were found during 2012. The nests contained 52 and 132 eggs respectively. The eggs were deposited recently as was evident by the lack of development. A live Salamander Mussel was found under both nest rock sites. The nest in Little Graham Creek was also under a large, flat rock over cobble substrate with a single entranceway and contained 63 eggs that were well developed.

Between 7 December 2012 and 12 January 2013, minnow traps were used in the same stretches of Otter Creek in which visual searches were conducted during the previous summer. Traps were placed out for a total of 158 trap nights and the number of traps out at a given time was variable. Day time water temperature (measured daily while traps were out) varied from 0.1°C-10.1°C. During this sampling, only a single Mudpuppy was captured. It was captured beneath an uprooted tree below Northwest Exit Road Bridge (Jennings County) using a Frabill vinyl-coated minnow trap submerged 0.5 m underwater in a leaf pack following a mild, rainy night.

Additional state-wide records. Twelve additional county records were compiled by the Indiana Department of Natural Resources and are herein reported (Table 1). Most records come from specimens captured during electrofishing surveys or photo documented reports from fishermen. Jagger (2008) reported the only published county record since Minton (2001).

DISCUSSION

Mudpuppy populations have declined in Illinois (Davis et al. 1998; Mierzwa 1998), Indiana (Minton 1998, 2001), and Ohio (Davis et al. 1998), yet detailed population data are unavailable. Population trends are also unknown in Minnesota and Wisconsin where

Table 1.—Additional, unpublished Mudpuppy records collected in Indiana since Minton's 2001 publication. All reported specimens are housed in the collection of the Nongame Aquatic Biologist at the Atterbury Fish and Wildlife Area with the exception of the Steuben County record (housed at the Field Museum of Natural History). Vouched records (either photographs or preserved specimens) are noted when appropriate.

County	Waterbody	Date	Voucher	Catalog number
Cass	Deer Creek	07/25/02	Photo	NECTURUS02001
Elkhart	St. Joseph River	06/22/12	Photo	NECTURUS12002
Greene	Richland Creek	09/30/02	Specimen	BEF02253
Greene	Plummer Creek	05/27/03		BEF03015
Greene	Beech Creek	04/25/12	Photo	BEF12024
LaPorte	Little Kankakee River	10/02/13		BEF13163
LaPorte	Lake Michigan	12/15/10		NECTURUS10001
Lawrence	E. Fork White River	12/17/12	Photo	NECTURUS12001
Martin	E. Fork White River	02/11/03		BEF03004
Newton	Kankakee River	10/25/08	Photo	NECTURUS08001
Noble	Crooked Lake	05/04/09		NECTURUS09001
Steuben	Hamilton Lake	Unknown		FMNH 2838
Washington	Delaney Creek	10/07/97	Photo	NECTURUS97001

Mudpuppies are frequently collected in large quantities for biological supply companies (Casper 1998; Moriarty 1998). Mudpuppies have likely declined due to poor water quality and siltation in streams (Casper 1998; Davis et al. 1998; Minton 2001), but overharvesting (Casper 1998; Moriarty 1998) and lampricide application (Matson 1998) potentially threaten local populations. Based on the observations and opinions of numerous biologists, Mudpuppy populations have declined, but the extent of this decline is unknown.

Even with the addition of 13 new county records (Fig. 1), the distribution of Mudpuppies in Indiana has not been described fully. Recent statewide freshwater mussel surveys (Wildlife Diversity Program, Indiana Department of Natural Resources), basin surveys by other researchers (Watters 1988, 1996, 1998; Harmon 1989, 1990, 1992a, b, 1996; Cummings et al. 1991; Lewis 1991; Ecological Specialists, Inc. 1993, 1998; Anderson 1994; Commonwealth Biomonitoring 2004), and a review of museum collections indicate that there are at least 10 counties without Mudpuppy records, where the Salamander Mussel has been found (Fig. 1). Most of these mussel surveys were haphazard (Strayer & Smith 2003), thus the actual distribution of the Salamander Mussel, much like Mudpuppies, could be under-represented. The numerous streams in which Mudpuppies occur where the Salamander Mussel remains undocumented lends further credence to this idea.

Declining Hellbender populations might imply conservation threats to Mudpuppy populations, but the Salamander Mussel is clearly a better indicator of such problems. Unfortunately our understanding of Salamander Mussel distribution in Indiana is only marginally better than that of Mudpuppies. It seems that the Salamander Mussel has declined or is extirpated from numerous streams (personal observation), as evidenced by finding only weathered dead or subfossil shells in many streams (Fig. 1).

Though substantial search effort resulted in relatively few Mudpuppy captures, reproducing populations of Mudpuppies were documented in two streams, Otter and Little Graham Creeks, at BONWR. Harmon (1989) found Salamander Mussels downstream from BONWR in Big Creek and Graham Creek, indicating that Mudpuppies may remain present in these streams.

Visual encounter searches at BONWR, were time consuming and capture rates were low. This method can also disrupt nest rocks and perhaps reduce clutch survivorship. Using nest boxes, similar to those designed for Hellbenders in Missouri (Briggler & Ackerson 2012), would minimize these disturbances and allow researchers to monitor breeding success. Minnow traps are effective tools for sampling Mudpuppies (Chellman & Parish 2010) suggesting that our low capture rates were likely the result of adverse weather. This method should be more effective during milder weather.

The survey of BONWR, along with numerous incidental reports, allow us to fill in some of

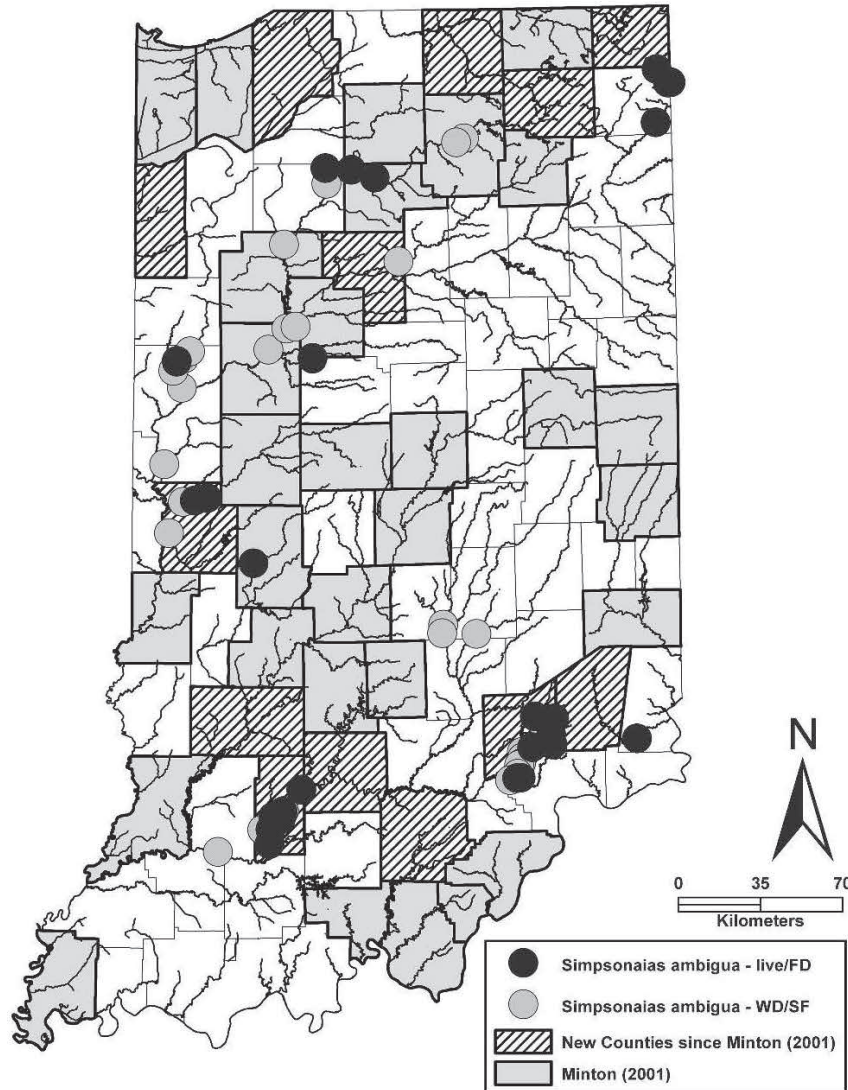


Figure 1.—The collective known distribution for the Salamander Mussel and Mudpuppy in Indiana. Circles represent point localities where Salamander Mussel was found live or as fresh dead (FD) shell material (black circles) or recorded as weathered dead (WD) or subfossil shell (SF) material (gray circles). Gray shaded counties represent Mudpuppy records reported by Minton (2001) and cross-hatched counties represent new records since 2001. A recently published Parke County record (Jagger 2008) was also included in the latter category.

the gaps in our knowledge of Mudpuppy distribution in Indiana. Furthermore, we identify the Upper Muscatatuck River watershed as a potentially important conservation area for both the Mudpuppy and Salamander Mussel.

ACKNOWLEDGMENTS

We thank Brian Gall and the 2013 Hanover College herpetology class for help in locating and documenting mudpuppies along Otter Creek. We also thank Ben Walker and the rest

of the staff at BONWR for logistics and thank the many other individuals who helped with field work including Stephanie Bishir, Leslie Brinkman, Justin Emmons, Logan Kent, Cain Nutley, David Papanu, Ashley Peterman, Tess Piening, Todd Pierson, Mike Pingleton, Sierra Shepard, Greg Stephens, Rong Tang, Liam Thomas, and Clate Winters. Survey work was conducted under a scientific collector's permit (12-0089, 13-129). Any use of trade, product, or firm names is for descriptive purposes only and does not imply endorsement by the State of Indiana or the U. S. Government. The findings and conclusions in this article are those of the authors and may not necessarily represent the views of the U. S. Fish and Wildlife Service or Indiana Department of Natural Resources.

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Manuscript received 23 April 2014, revised 24 November 2014.

Carlson, Rick

3.5 – Relocation Impacts

Comment

First and foremost hope you, your family, and the rest of your team are well, safe, and healthy, thank goodness for vaccines & boosters.

ProNova Partners would like to collaborate with you on the sale of your business ASAP. Buyer demand is sky-high for our offerings - we closed ALMOST ALL of the new engagements we were hired for nationwide in 2021 despite the pandemic. Valuations are ridiculous {STILL}, our closing timeframes are short, and the good times I'm afraid won't last forever. Interest rates will rise eventually, which will make it increasingly harder for Buyers to leverage up & pay 4-9x (PLUS) NET income on the best opportunities, plus there lies the possibility of long term capital gains taxes on the sale of your business nearly doubling in 2023 possibly....The time is now!

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Cheers,

-Rick.

--

Rick Carlson

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Response

Thank you for submitting this letter pertaining to the services of ProNova Partners.

LeTourneau, Traci

1 – Purpose and Need

3.4 – Economic Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

4 – Section 4(f) Impacts

Comment

I am a transplant to Martin County, but I have lived here for 17 years. I attended the Public meeting at Westgate Academy on April 26th and heard a lot of interesting information about the project. I also read a large portion of the Environmental Impact study about the proposed road. I saw a lot of information in the study about what benefits it will have for Dubois and Spencer Counties, what I didn't see was anything that showed the benefits for Martin County. It appears that this road is a way for people to move goods through Martin County in an effort to get elsewhere. In the meantime, so much land will be destroyed and the devastation to the West Boggs Lake area will have such a tremendous effect on the area and natural vegetation and animal life. In addition, this road will be much more dangerous than the current road that is in Martin County.

Since Martin county is considered such a poor county, more emphasis should be on ways to increase the revenue and tax base of this county. Not a way to further damage the county in an effort to build up nearby counties. This truly seems like a huge insult to the residents of this county. Yet another way that small counties are being run over by larger greedier counties.

Response

Regarding safety benefits of the Mid-States project, please refer to **Standard Response 2.4**.

Regarding overall benefits of the project to the region, please refer to **Standard Response 2.6**.

Regarding economic benefits of the project to the region, please refer to **Standard Response 2.11**.

Regarding anticipated increases in property values, please refer to **Standard Response 3.4.3**.

Regarding anticipated long-term increases in property tax revenues, please refer to **Standard Response 3.4.4**.

Regarding ecosystem impacts, please refer to **Standard Response 3.25.1**.

The recommended preferred alternative corridor does not impact the West Boggs Lake property.

Mid-States Tier 1 DEIS Comment

Page 1 of 9

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocations

3.7 – Traffic Impacts

To: Jason Dupont (Lochmueller) and INDOT (as needed)
6-2022

Kent Sparrow

5-

From: Kent Sparrow

phone: 812-661-7829

Re: Proposals to eliminate “land lock” situation
kent.sparrow@kimballelectronics.com

email:

Attached: 5 documents

My name is Kent Sparrow and I live at 8268S 200W Huntingburg IN. I own 19 acres NE of the Huntingburg Airport, near the proposed Route P. I have been studying the new Route P near my home and I foresee a potential land locking situation for 3 of my neighbors to my east. The reason I am contacting your office is to give some potential suggestions that should alleviate this situation.

I have lived at this site for 33 years in a log cabin that I built myself. The land has been in my family for well over 100 years and I have created a primitive living environment for my family. While I have come to terms with living near a highway, I am concerned that the land locking situation could affect my property value and privacy if others would need to access their homes by going through my property. Please consider my **3 solutions** to the land lock situation, which will preserve the property value of my home.

Document 1: this document shows the general area I am referring to. Please see “airport” and “orange circle” . the orange circle is the area I am referring to.

Document 2: This is a close up of the 2000 ft study area and the orange dots represent my property.

Document 3: shows my proposal for shifting the 500 ft wide Route P to the North edge of the study area. This would solve the land locking situation (further shown on Doc 4) and allow for a more gentle curve in the highway.

Document 4 (2 pages): orange dots represent my property, green circles represent 3 neighbors’ homes. They share a driveway today and it is shown as green dots. 3 options to solve land lock are in purple

Solution 1: best option if highway is shifted north. Simply connects their existing driveway to CR 200W with a shorter length than today. I am assuming CR 200W would dead end at the highway. Traffic patterns on shared driveway remain same as today.

Solution 2: next best option if highway is shifted north. Connects middle house to an existing driveway which eventually exits onto CR 200W.

Solution 3: least favorable to me because it sends a lot of traffic along side of my property but could still work. 3rd house could connect to this driveway easily and all 3 neighbors could use this as their new access. This driveway has always been a shared driveway. My relatives donated land so that this access road could be built years ago. This driveway currently touches the property of house 3 (Elaine Main) today and they use the driveway sometimes to access their home when CR 200W floods. Prior to 1997, I also accessed my home using this shared driveway but decided I wanted more privacy.

0053_PI_Sparrow

Mid-States Tier 1 DEIS Comment

Page 2 of 9

At considerable expense, I had my own private driveway constructed in 1997. This option does not hurt property value because the driveway runs between properties instead of through the properties.

Document 5: This shows current property lines and property owners. Was obtained on Dubois County Assessor website.

Summary: In summary, my main concern is the possibility of these 3 homes using my private driveway as access. While this situation has not been proposed by anyone, I want to be proactive. I believe if these 3 homes use my driveway, it would hurt my property value and take away my privacy. I estimate 3 families with 3 cars, deliveries, and visits would calculate to about 35 one-way trips per day. The value of my primitive home is the seclusion and privacy it offers. As mentioned above, I used to share a driveway and went to considerable expense to construct my own so that I could be secluded.

Having lived in this area for 33 years, I know that one of the 3 options listed above would solve any access problems, while at the same time preserving my property value. Thank you very much for considering my solutions! If you have further questions, please contact me and I will be glad to help.

Response

Regarding the location of the final alignment within the selected corridor, please refer to **Standard Response 2.14**.

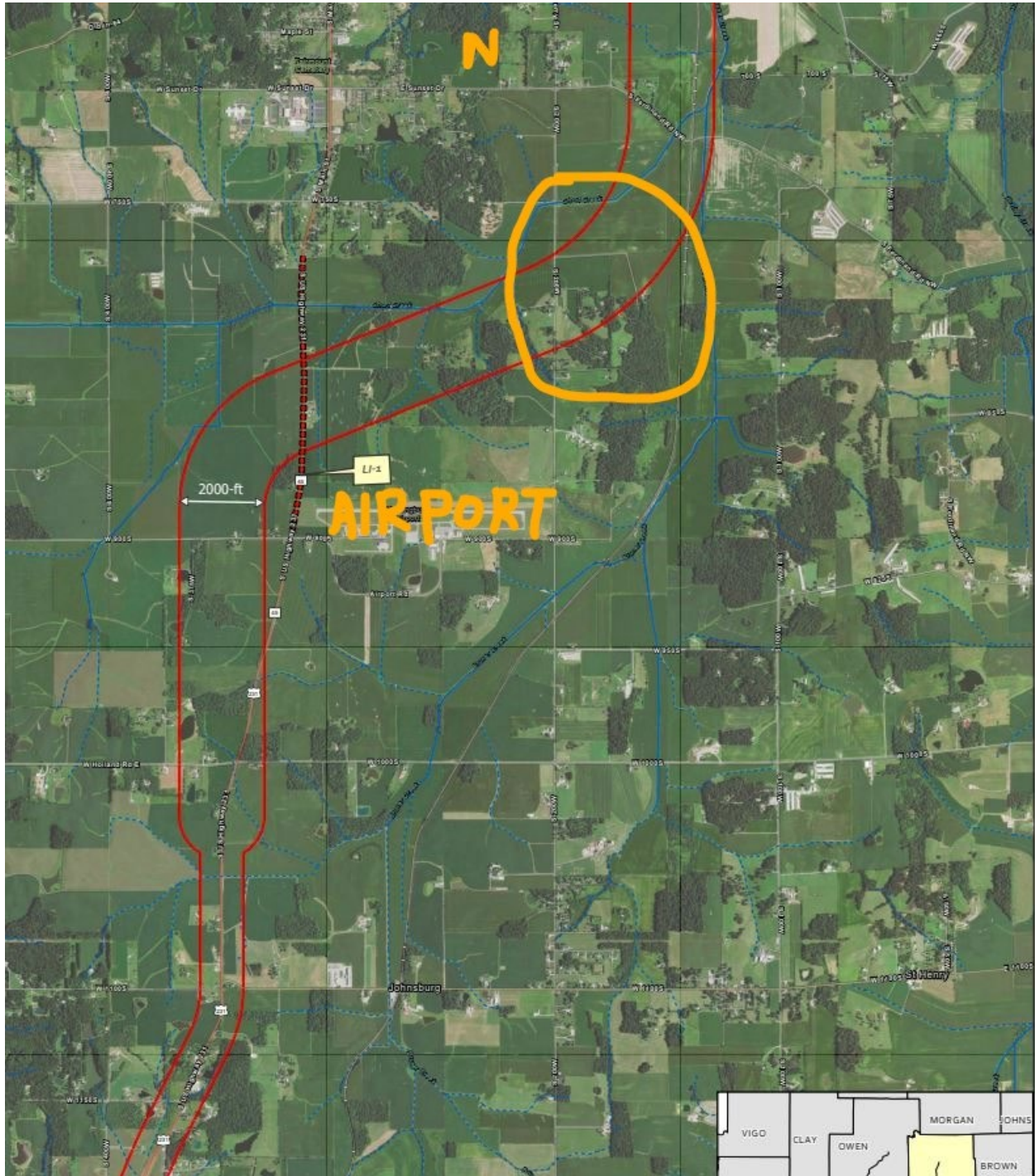
Regarding the effects of the Mid-States project on property values, please refer to **Standard Response 3.4.3**.

Regarding the finalization of access decisions in Tier 2 studies, please refer to **Standard Response 3.7.1**. Access features will be defined in Tier 2 studies, and are not being made as part of this Tier 1 EIS.

Thank you very much for providing this detailed information about the access to your home and to your neighbors' homes. The standard responses above describe how the exact alignment for the project will not be determined until Tier 2 studies. This includes both the highway's location within the approved corridor, as well as how access to the local road network and adjacent properties can be provided. Local property owners will provide important input to these final design decisions.

The information you provided will be retained in the project files for reference for Tier 2 studies. At that time current property ownership and access information will be reviewed as part of final location decisions.

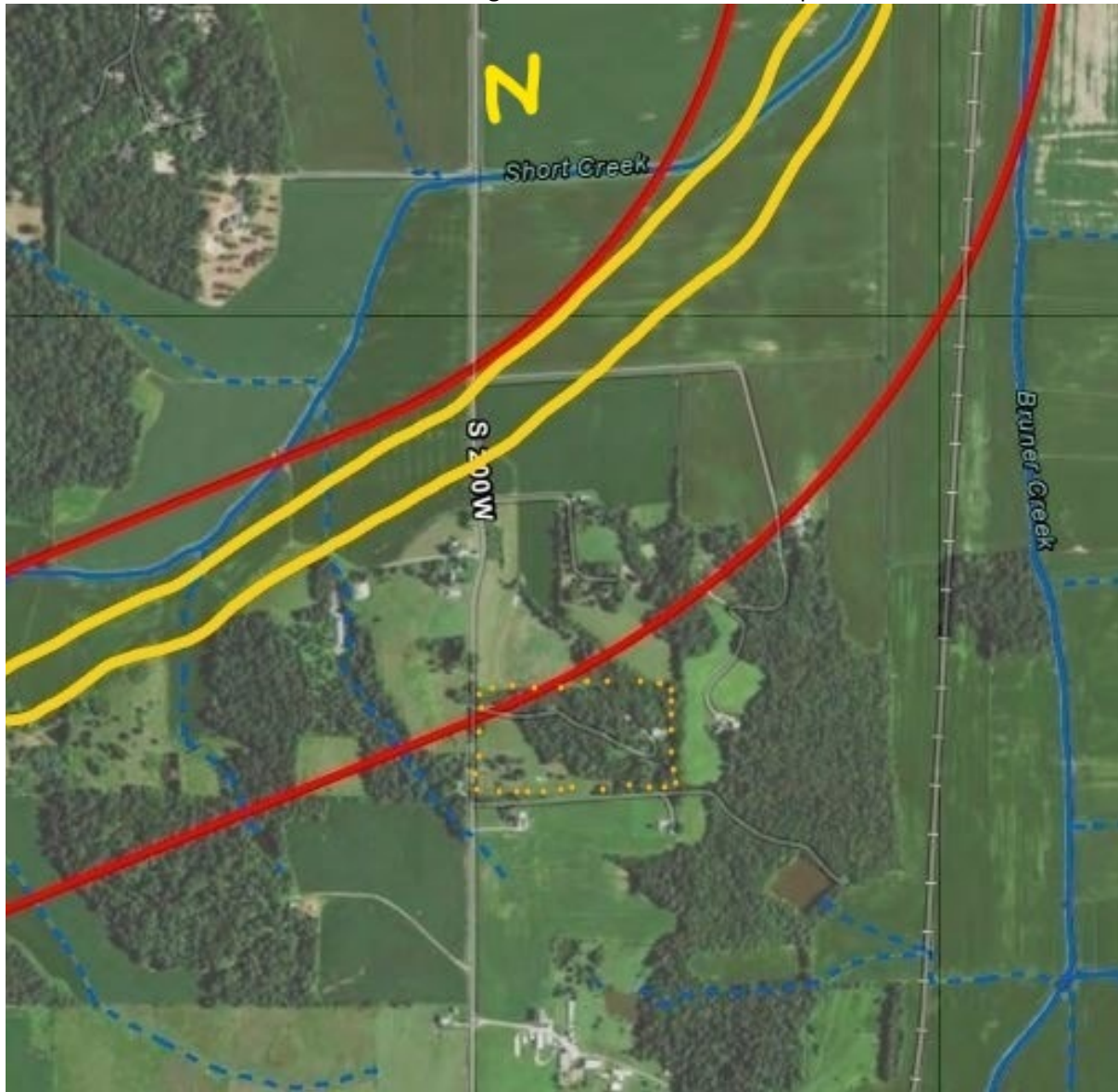
This Document shows the southern portion of the new Route P and identifies the area where I live and want to discuss . see circle.



This document shows the “study route” and orange dots define my property.
8268 S 200W Huntingburg.



This Document shows the 500 ft wide Route P highway shifted to the North inside the study area to alleviate a land lock situation. Land locking is further identified and explained on Document 4



Mid-States Tier 1 DEIS Comment

Page 6 of 9

Orange dots indicate my property (Kent Sparrow)

Green circles indicate 3 neighbors sharing driveway indicated with green dots

Driveway options 1, 2, and 3.

Below is a quick summary but see Cover Letter for more details.

Option 1: best option if highway can be shifted North. Connects to their existing driveway and actually shortens it. would give access to CR 200W at bottom of hill (dead end with highway)

Option 2: connects middle house (Lange) to existing farm driveway and connects to CR 200W same spot as option 1. 2nd best option

Option 3: connects southern house (Elaine Main) to existing shared driveway. My family gave land so that this access road could be built. Least favorable option.

See page 2 for map





Response

Schlinder, Steve

2 – Alternatives

Comment

What about bicycle accommodation? INDOT does not provide bicycle accommodation along its roadways, although bicyclists can ride on any roadway that is not a freeway. Paved shoulders with a minimum width of 5' for bicycle accommodation (beyond the ground-in rumble strip) should be provided, as well as keyhole lanes at dedicated right-turn lanes.

Response

Existing and planned trails in the region are evaluated in **Section 3.27 – Managed Lands**. A commitment has been added in the FEIS that Tier 2 studies will evaluate the ability of the project to support state and local trail plans. Please refer to **Standard Response 2.1** regarding why non-highway alternatives, including trails, were not considered as a part of the Mid-States Corridor project.

Krampe, Sue

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I submitted two articles recently regarding the misguided Mid-States Corridor through Dubois and Martin Counties and beyond. I am submitting both of them to you as well.

Article 1, 5/7/2022

I attended the Mid States Corridor hearing on April 28 at the Jasper Arts Center. I was struck by the irony in the public comments made by the corridor's proponents. Rockport Councilman Darrell Wilson spoke first supporting the MidStates Corridor in order to bring desperately-needed business to Rockport. The 4-lane US 231 through Spencer County from the Ohio River to I-64 opened to traffic in 2011. Rockport is dying BECAUSE the new US 231 bypassed them, as well as Chrisney and Dale. Changing US 231 from I-64 north through Dubois County will do nothing to help Rockport. The 4-lane US 231 caused Rockport's demise, and will probably cause the demise of Huntingburg, Jasper and Ferdinand.

Ferman Yearby, another public official from Spencer County, spoke next that the highway was a dream that William J. Koch, founder of Holiday World, started working towards over 40 years ago. I found that ironic because Holiday World doesn't even direct their customers to use the 4-lane US 231 from I-64 south to Santa Claus. Each summer, Holiday World places electronic signs along both eastbound and westbound I-64 instructing Holiday World traffic to use I-64 Exit 63, the Ferdinand exit which connects to State Road 162, and not the 4-lane US 231 that Mr. Koch worked so hard for. Ironic.

Jasper Mayor Dean Vonderheide spoke in favor of the corridor, citing the many accidents along Hwy 231 within the Jasper city limits. Those accidents are almost exclusively fender-benders, while the many accidents along the 4-lane US 231 in Spencer County involve fatalities. (Google "fatalities along US 231 Spencer County".) I would much rather be involved in a fender-bender than a fatality, wouldn't you?

Doug Bawel, CEO of Jasper Engines, asserted that his company will not benefit from the new corridor, their trucks use SR 162 and I-64 to then ship out of their Crawford County facility. He said he supported the new corridor because of safety. The irony there is that the new corridor will cross heavily-traveled State Roads 64, 162, 164, 56 and the Schnellville Road. Other county roads will be cut off, forcing even more drivers onto those state roads. With no overpasses and no stop lights at intersections, and with traffic traveling 60-70 mph (regardless of posted speed limits) it will be very dangerous for at-grade intersections and any planned insane J-turns. Traffic congestion? Just wait till this project puts ALL the heavily-traveled roads in Dubois County together at dangerous intersections, especially during commutes to and from work, causing backups, delays and fatalities. That includes delays for Jasper Engine trucks and vehicles using SR 162 to get to I-64. Ironic.

Mid-States Tier 1 DEIS Comment

Page 2 of 3

Ed Cole of Dubois Strong spoke of the “projected” economic development to be brought by the new corridor. In eleven years along the 4-lane US 231 in Spencer County, the only development was a Dollar General Store at the ridiculous J-turn intersection at SR 70. Hardly the projected millions in economic impact. Ironic.

And a heartbreaking irony -- Gary Hochgesang spoke against the corridor because it will destroy the farm that has been in his family for generations. The State of Indiana recognized the Hochgesang family farm’s 112 years with a Hoosier Homestead Award on April 1st, just a few weeks before the corridor public hearing on April 28th. INDOT now wants to obliterate that family farm. Ironic.

Take a drive along the 4-lane US 231 from I-64 south to the Ohio River. See the lack of development, see the many county roads that now dead-end. Talk to folks who only had to drive a half-mile on back roads to visit family or to get to their farmland and now have to drive miles out of their way because the local road was cut off. See the narrow, now-useless strips of land between the 4-lane US 231 and the original US 231 that parallels it. Drive into Rockport and see the boarded-up businesses and buildings. See what the MidStates Corridor will bring to Dubois County. No vague studies are needed, the proven 11-year history of an upgraded US 231 is right there. See it.

Learn from the 11-year history of the existing 4-lane US 231. It will NOT be an economic boon, it will NOT be safer. It will cause endless frustration for Dubois Countians every day, for what? To save someone, somewhere, 2 to 5 minutes to get to Indy? STOP the Mid States Corridor!

Article 2, 5/7/2022

I found very interesting the following excerpt from the Dubois County Free Press article dated February 23, 2022 entitled “*Mid-States Corridor route recommendation expected by mid-April*” which covered Mark Schroeder and Bill Kaiser’s Mid-States Corridor update to the Huntingburg Common Council:

“While pointing out the importance of the improved north to south connection, Kaiser said that state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County — in excess of \$4 billion annually — with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four-lane north to south highway, Kaiser and Schroeder told the council.”

Members of the Mid States Corridor Regional Development Authority clearly recognize that the proposed Mid-States Corridor is not necessary for the continued success of the Dubois and Spencer County region. It will only succeed in annihilating successful farms and businesses in Dubois County, and destroying the homes and properties of families who have been working and paying taxes in Dubois County for generations.

The RDA needs to admit the folly of their misguided efforts and Stop the Mid-States Corridor. They need to let the good people of Dubois County live in peace in the beautiful rural countryside that this area is known and loved for.

Please do everything in your power to stop the enormously wasteful proposed Mid-States Corridor. As an Indiana taxpayer all my life, I do not want to see my hard-earned tax dollars squandered on a project that will cause endless frustration, heartache and destruction to the most hard-working, trustworthy,

Mid-States Tier 1 DEIS Comment

Page 3 of 3

law-abiding, tax-paying citizens in the most beautiful, scenic, peaceful and serene part of the state. It will be our family, friends and neighbors who will have to pay the price for generations in lost homes, lost farms, lost income, lost livelihoods and LOST LIVES that will result from the proposed Mid-States Corridor. The track record has already been established by the eleven-year-old 4-lane US 231 through the entire length of Spencer County. We don't want to cause the same destruction and multiple fatalities in Dubois and Martin Counties and beyond.

Stop the Mid-States Corridor.

Response

Regarding crash rates on US 231 in Spencer County, please refer to **Standard Response 2.4**. As this response describes, crash rates on US 231 in Spencer County are less than half of comparable roads throughout Indiana. US 231 in Spencer County is noteworthy for its relative safety for motorists.

Regarding crashes throughout the Study Area, **Standard Response 2.4** also describes the significant safety benefits provided by **Alternative P**.

Regarding the substantial benefits offered by **Alternative P**, please refer to **Standard Response 2.6**.

Regarding the economic development benefits of the Mid-States Corridor project, including increases in employment and personal income, please refer to **Standard Response 2.11**.

Regarding local economic effects to cities near **Alternative P**, please refer to **Standard Response 3.4.1**.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

INDOT cannot offer comments on travel information provided by the owners of Holiday World.

Fuhrman, Ken

3.3 – Social Impacts

3.7 – Traffic Impacts

3.17 – Floodplain Impacts

Comment

It should be noted that when White River floods, there is only one access point to Dubois County from the north and that is US231 - otherwise you need to go via Petersburg or Shoals to cross White River. The proposed road will severely limit access to the county for workers and commerce should there be an issue with the bridge at Haysville. Also, fire protection would be impacted as the Haysville VFD serves portions of southern Martin and south eastern portions of Daviess counties.

Response

Regarding Tier 2 coordination with public safety organizations, please refer to **Standard Response 3.7-1**.

Regarding floodplain impacts, please refer to **Standard Response 3.17-1**.

Floodways and Floodplains are regulated by Indiana Department of Natural Resources. Please see its website at [DNR: Water: Water Home \(in.gov\)](http://DNR:Water:Water Home (in.gov)). The bridge design would follow the INDOT Design Manual Chapter 203 for bridge design considerations as it applies to flood elevations, See IDM 203-6.06(03).

Alternative P will use the existing US 231 bridge at Haysville to cross the White River. Any construction at this bridge would not result in any worsening of conditions at this existing crossing. Issues with flooding at the Haysville crossing are not anticipated.

Carpenter, William

2 - Alternatives

3.16 – Threatened and Endangered Species

3.22 – Mineral Resource Impacts

3.23 – Karst Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Lands

Comment

I am concerned that The MID STATES CORRIDOR 2 mile alignment in Daviess county 2.5 miles south of I-69 The 2000FT Alignment Does in Fact Impact Documented Known Karst Features. This is The Only section of The Shawnee Hills natural region within Daviess county. There are historic Rock houses Named Jolliff Rocks. With A diverse Sandstone Seep ecosystem. There are 40 ft high half mile long sandstone bluffs With Documented by the Indiana Cave Survey. These Rockshelter formations On each Side of First creek Are within the Alignment Area. There is an open shaft coal mine that continuously issues water. These sandstone Bluffs and Coal Mine Serve as a Hibernaculum for Indiana brown bats, northern long eared Bats. First Creek Riparian Zone Serves as a Known documented flyway for these Bats to and from their Wintering grounds in these Rock formations And Summer Habitat at the Elnora Bat maternity colony mitigation site. And many other Sensitive species of aquatic Life Live in this delicate Sandstone seep ecosystem. There is A huge wetland in First creek Bottom. This Wetland designated a wetland on the newest INDOT topographical maps Within the Alignment Area. There are recent reports of The common mudpuppy (Necturus maculosus) Being caught by Anglers in First Creek within the Alignment area. This is the first known report of a mudpuppy associated with the West fork White river or Any of its tributaries. This is one of the largest continuous Tracts of Forested Area within All of Daviess county containing Wetland And Riparian Zone And the Only Crawford Upland, Shawnee Hills Region Within Daviess County. There is A Nature Conservancy Property Named Gantz Woods within the Preferred Alignment . I am providing some Pictures, a Map and some documents to Back up my Concerns for the True Environmental Impact Potential. I hope the alignment stays on HWy 231 until 3 miles south of I-69. A true Environmental Study of This Area will Require " Boots on the ground" and should be studied in a little more detail than relying on Outdated METADATA Without taking into Consideration the true Biological Impacts to this SPECIAL AREA

Response

See also **Comment 0036** and **Comment 0046**. These are less-detailed versions of this comment.

Regarding the use of digital resource information in Tier 1 and field studies during Tier 2, please refer to **Standard Response 3.1-1**.

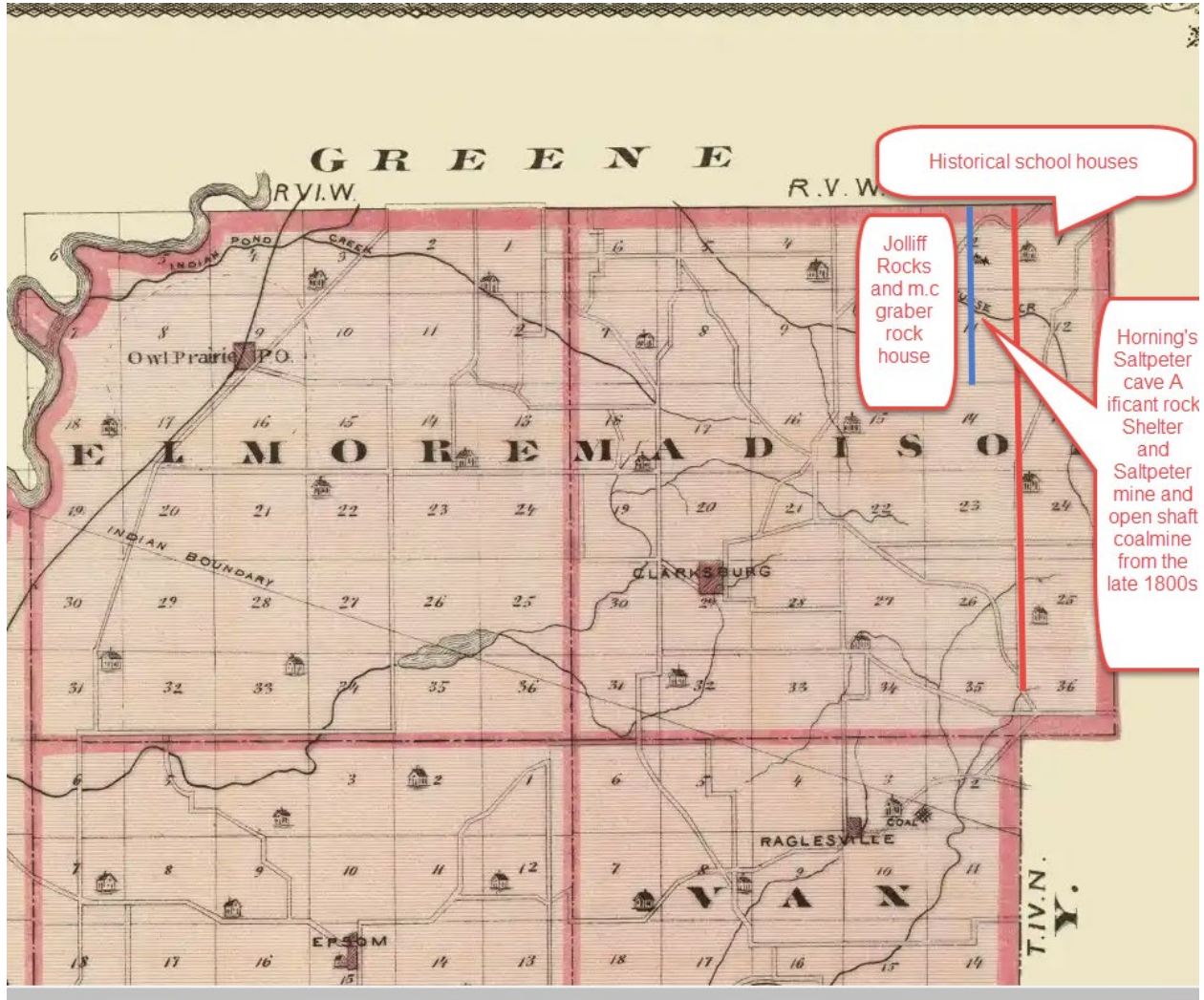
Concerning the mudpuppy, current available distribution data does not include presence of the species within the First Creek. The Indiana Academy of Science publication (Hoffman et al. 2014) concerning mudpuppy distribution that was referenced by the commenter was included as part of the literature review for the Tier 1 assessment. Each of the Martin and Lawrence County records on the East Fork White River and the Greene County records for Richland Creek, Plummer Creek, and Beech Creek were crossed referenced against the Indiana Department of Natural Resources listed species database and confirmed. In each of these instances, the mudpuppy are far removed from the **Alternative P** corridor

and are located within watersheds that would not be directly or indirectly affected by this corridor alignment. The commenters report of the mudpuppy on First Creek between US231 and CR 1100 E in the vicinity of the Rocky Branch confluence represents a new record of the species for this watershed system and will be investigated further with Indiana Department of Natural Resources Division of Fish and Wildlife staff. While the location provided by the commenter is not within the **Alternative P** corridor, it is downstream of the corridor, and if the species is present within First Creek impacts to the species warrant additional field investigation during Tier 2. The Tier 1 EIS will acknowledge the undocumented potential occurrence of the species for First Creek and its proximity to the **Alternative P** corridor.

The Pennsylvanian age Raccoon Creek Group bedrock of northern Daviess County consists of sandstone and shale of the Staunton, Brazil, and Mansfield Formations, which typically lack true karst limestone features. The sandstone rockshelters that have developed along First Creek are generally not very deep and would not provide atmospheric conditions (true cave temperatures, air flow, humidity) suitable for Indiana bat and/or northern long-eared bat hibernacula. From the Indiana Cave Survey data provided by the commenter, the location of Horning's Saltpeter Cave immediately east of the **Alternative P** corridor in the First Creek watershed was confirmed. While there are no current USFWS or IDNR records of listed species (namely the Indiana bat and northern long-eared bat) from this cave feature, its proximity to the **Alternative P** corridor warrants further investigation during Tier 2 phase alignment development. While the First Creek valley and several of its tributary streams (including Rocky Branch) are known to be used as summer foraging and roosting habitat for the Indiana bat and the northern long-eared bat, there are currently no USFWS or IDNR records of winter hibernacula from Horning's Saltpeter Cave, Coal Mine, or the sandstone bluff rockshelter habitats along First Creek in the vicinity of US 231. The location of the coal mine "shaft" noted by the commenter (presumably depicted in the third photograph above) is currently not known to the Mid-States Corridor research staff. As part of the Tier 2 field survey, these rockshelter and coal mine landscape resources will be investigated in accordance with the USFWS guidelines to determine summer and/or winter presence of listed and proposed listing bat species, or use by other aquatic subterranean species.

Gantz Woods Nature Preserve (The Nature Conservancy Forest Bank Program property) and its relative position to the **Alternative P** corridor is documented in the Managed Lands chapter of the DEIS. While the boundaries of this 98-acre conservation tract span half the width of the **Alternative P** corridor identified in the DEIS, this valuable ecological resource will be given high priority consideration for avoidance and impact minimization during the Tier 2 alignment development phase.

The Tier 1 analysis acknowledges that wetland complexes within the First Creek watershed, as mapped through the National Wetland Inventory data set, are extensive. The **Alternative P** corridor alignment was developed, in part, to avoid these valuable ecological resources to the extent feasible. The large oxbow wetland complex depicted in the graphic provided by the commenter in Comment 0046 is located to the west of the **Alternative P** corridor and would not be directly impacted. The Tier 2 analysis for wetland impacts within the **Alternative P** corridor will involve a comprehensive field survey, delineation, and quality assessment of wetland resources in accordance with U.S. Army Corps of Engineers guidelines and protocols. This data in turn will be used to assist in development of a preferred roadway alignment which minimizes impacts to wetlands in the First Creek floodplain.

















INDIANA CAVE SURVEY

PO Box 2401, Indianapolis, IN 4620

ICS Cave No.

New Cave Correction

Cave Report Form

Name

Name of Cave (& Entrance) Horning's Saltpete	County Daviess
Alternate Cave names Saltpeter cave	U.S.G.S. Quadrangle Odon
Entrance No 1 of Entrances	Township 5N Range 5W Section 13

Please fill out a separate form for each entrance.

Location (fill in at least one: for Quarter Sections use four quarters; for Lat/Long use decimal degrees; for UTM record to 1 meter)

Quarter Sections		
NAD27 Latitude 38.874099N	Longitude -86.921802	Source (GPS, map, etc) Topo/phone
NAD27 UTM North	East	Source (GPS, map, etc)

Please submit a photocopy of a portion of the topographic map with the cave entrance identified and marked with a dot.

Entrance Description

Measurements:	Elevation 585	High 40	Wide 60	Long	Across
Type:	<input type="checkbox"/> Pit depth:	<input type="checkbox"/> ClimbDown depth:	<input type="checkbox"/> Slope	<input type="checkbox"/> Horizontal	<input type="checkbox"/> Other (describe) Rock S
Indication on Topographic Map:	<input type="checkbox"/> Marked as Cave	<input type="checkbox"/> Depression (sink hole)	<input type="checkbox"/> Inflowing Stream	<input type="checkbox"/> Spring	<input type="checkbox"/> Hillside
	<input checked="" type="checkbox"/> Bluff	<input type="checkbox"/> Quarry	<input type="checkbox"/> Contour Distortion	<input type="checkbox"/> None	<input type="checkbox"/> Other (Describe)
Indication in the Field:	<input type="checkbox"/> Depression (sink hole) depth x width:		<input type="checkbox"/> Inflowing Stream	<input type="checkbox"/> Spring	<input type="checkbox"/> Hillside
	<input type="checkbox"/> Ravine	<input checked="" type="checkbox"/> Bluff	<input type="checkbox"/> Quarry	<input type="checkbox"/> Other (Describe)	

Length and Depth

Length of Cave (estimate if not known)	Check if estimate: <input checked="" type="checkbox"/>	Total Vertical extent (estimate if not known)	Check if estimate: <input type="checkbox"/>
Rock Shelter/Saltpeter mine			
Depths of rope drops to deepest point in cave (list in order encountered)		Depths of other rope drops in cave (all drop depths are from lip to floor)	

Map Status

<input type="checkbox"/> Mapped	<input checked="" type="checkbox"/> In Progress length:	<input type="checkbox"/> Incomplete (no work being done) length:	<input type="checkbox"/> Not mapped
If mapped, Type of Survey:	<input type="checkbox"/> Sketched	<input type="checkbox"/> Horizontal Control Only	<input type="checkbox"/> Vertical Control Only
Type of Length Given:	<input type="checkbox"/> Horizontal Length	<input type="checkbox"/> Survey length	<input type="checkbox"/> Traverse Length
Source of Info: Citations to published maps or descriptions or persons' names	<input type="checkbox"/> Measured from Map <input type="checkbox"/> Other:		
Miles Eugene Horning owned the surrounding 1000 Acres in the 80's He operated a small pioneer village open to public on weekends he called it FANTASY FARM the Saltpeter Mine and a shaft coal mine was a stop on a hayride tour of the property			

Continued on the back

Miscellaneous

Entrance Rock Type:	<input type="checkbox"/> Limestone	<input type="checkbox"/> Sandstone	<input type="checkbox"/> Shale	<input type="checkbox"/> Dolomite	<input type="checkbox"/> Conglomerate	<input type="checkbox"/> Mud/Dirt
Entrance Geological Formation:						
Special Hazards:						
Special Equipment:	<input type="checkbox"/> Wetsuit	<input type="checkbox"/> Rope	<input type="checkbox"/> Boat	<input type="checkbox"/> Other (specify):		
Cave Life:						
Name, address, phone, e-mail, etc of cave owner:						
Owner Status:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Commercial	<input type="checkbox"/> Federal Govt	<input type="checkbox"/> State Govt	<input type="checkbox"/> Local Govt	<input type="checkbox"/> H N F
Entrance Status:	<input type="checkbox"/> Open	<input type="checkbox"/> Closed	<input type="checkbox"/> Physically Closed	<input type="checkbox"/> Gated	<input type="checkbox"/> Seasonal	<input type="checkbox"/> \$ Pay to get in
Discovery Date	Exploration Personnel William Joshua carpenter					

Notes & Comments

Visitation is prohibited. Land owner unfriendly. the fact that the adjoining property is a New Nature conservancy property GANTZ WOODS and open to public has most neighboring landowners Upset. I have NO proof this was utilized as a saltpeter mine just stories from several old men including Gene Horning and my grandfather. there is some evidence of at least the search for saltpeter.

Old Cave Number (if available)

Reported By	William Joshua Carpenter	NSS No.	67341	Affiliation		Date	03-28-19
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Verification Data (this space for ICS office use only)

<input type="checkbox"/> Accepted	<input type="checkbox"/> Verified	<input type="checkbox"/> Rejected (reason):
ICS County Director		Form Rev 2018-0409-02
Data Entry Date	Data Entry Person	

Tretter, Chris – Sultan’s Run Golf Course

2 - Alternatives

3.4 – Economic Impacts

3.10 – Noise Impact

3.14 – Visual Impacts

Comment

According to the Dubois County Tourism Commission, tourism is at \$97 million industry in Dubois County. This is up \$32 million since 2013.

Jasper Mayor Dean Vonderheide has identified tourism growth as a high priority and an industry important to the long term finance health of Jasper and Dubois County.

Sultan's Run Golf Course is a PREMIUM ASSET that attracts tourists from all over the country and around the world. We are well-known as being like the top ten golf destinations in the state of Indiana and have a long list of accolades stretching back to 2015 when we were identified as the Indiana Golf Course of the Year and the Number One Course to Play in Indiana. Each year since 2019, we have added to this list of accolades. Earlier this year, NBC Universal announced that its GolfPass members rank Sultan’s Run as a 22nd best layout in the entire United States!

More than 70% of our play comes from outside of Dubois County. We literally see guests from all corners of the United States and from around the world. The guests that visit Sultan’s Run stay at the local hotels and eat at the local restaurants. They also play golf at other local courses while in the area and they visit other attractions in Dubois County. Our direct and indirect contributions to the local tourism industry is millions and millions of dollars.

Earlier this year, we announced \$7.5 million of incremental investment we intend to make to provide more amenities and activities for tourists and local citizens alike.

We employ 50+ employees, nine of them full-time in the balance being seasonal and part-time employees. The full-time and part-time numbers will both increase when we add the new amenities noted above.

IN SUMMARY WE ARE A STRATEGIC TOURIST ASSET AND A PREMIUM ENTERTAINMENT VENUE FOR DUBOIS COUNTY IN THE STATE OF INDIANA.

The 2,000 foot band of “Route P” of the Midstates Corridor cuts across hole #4 tee box and is dangerously close to hole #8 and hole #3 green. Best I can tell by zooming in on the interactive maps, it's a 200' or 500' route hugs the West portion of the 2000 foot band, holes 3, four and eight can all be damaged physically and certainly aesthetically and from sound. If this happens, my partner and I will face a tough decision and we already have a tough decision to make now.

My immediate question is, should I be investing another \$7.5 million into an asset that may be destroyed by a “small taking of a handful of acres?” The long term question centers around what will happen if route P cuts across or dangerously close to the above mentioned holes. Some will say, just redesign the course or re-route a few holes. If only it was that easy that inexpensive to do. To redesign

Mid-States Tier 1 DEIS Comment

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and rebuild Sultan's Run would cost in the range of 15 million to \$30 million, and that is a going out of business proposition.

Visual or sound pollution from the corridor will detract from what Sultan's Run provides to our guests. This will make us a less attractive destination for out-of-town visitors, meaning regional tourism dollars will be affected.

I respectfully request that you shift route P to the east AND, that regardless of whether or not you shift it, please add into the plans to install at least 2000' of concrete sound barrier wall between the course and the route and soften that wall with a 100' wide buffer of native trees planted along the entire length of the concrete sound barrier, between the barrier and the golf course.

Response

In addition to the specific responses following, please refer to the following standard responses.

Regarding the finalization of alignments, please refer to **Standard Response 2.14**. It describes that alignments will be finalized in Tier 2 studies. Alignments will use between one-third and one-sixth of the selected corridor.

Regarding consultation with property owners in Tier 2 studies, please refer to **Standard Response 3.7.1**.

Regarding evaluation and consideration of noise impacts, please refer to **Standard Response 3.10.1**.

Please also refer to **Section 3.14** in the FEIS regarding evaluation and consideration of visual impacts.

As the comment describes, tourism is an important regional industry. The Mid-States project will provide increased accessibility to tourist destinations such as Sultan's Run.

Following the close of the comment period, project staff met with the commentor. There also were telephone calls prior to the meeting. Input received during these calls and meetings includes:

- Holes 3 and 4 are partially within the 2,000' corridor and could be impacted.
- There is the potential to impact a tee box in the northeast corner of the property.
- Impacts to the course resulting in shortening the holes would preclude the ability to host major events, since the course would no longer be a championship course.
- The course generates significant tourist income for the region.
- The course generates additional benefits for other hospitality businesses in the region.
- Planned development adjacent to the course could be influenced by potential impacts.
- If direct impacts to the course are avoided, natural and constructed barriers to avoid noise and visual impacts may be desirable.

Staff discussed the general timeframes for the completion of Tier 1. Staff noted that while a portion of the course is within the **Alternative P** corridor, there will not necessarily be a direct impact from the project. Visual and noise impacts, as well as the evaluation of potential direct impacts, will be evaluated in Tier 2 studies.

Wagler, Delbert & Virginia

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.8 – Title IV/EJ Impacts

3.24 – Agricultural Impacts

Comment

Number 1 concern is about relocating. Ground would be between 25,000 to 30,000 per acre with very little available.

Number 2 concern is if we would end up on east side of road it would be very dangerous for our children family to cross horse and buggy. School children go to school with pony cart. We host church at our house and on that day there would be 50 buggies trying to get across.

Number 3. We raise 3 acres of produce. We go to two farmers markets every Saturday from May to October. We feed a lot of people and it helps us feed our family. We have a 100 Peach and apple trees and a large strawberry patch.

Response

Regarding traffic impacts from construction of the Mid-States Corridor, please refer to **Standard Response 3.7.1**.

Regarding outreach to Amish communities during Tier 1 and Tier 2 studies, including their unique transportation needs, please refer to **Standard Response 3.8.1**.

Regarding general issues about impacts to agricultural land, please refer to **Standard Response 3.24.1**.

Mr. and Mrs. Wagler met with a member of the project team on May 2nd and discussed the items raised in this comment. Details of that conversation have been shared with the project team. The high cost per acre for property cited is driven by the high demand for farmland within or proximate to Amish communities. This is due to the reliance on work horses and mules for farming operations and challenges presented when transport distances are excessive.

The project team scheduled two additional meetings with representatives of Amish communities in Martin and Daviess counties to further discuss and understand potential impacts to their communities due to the Mid-States Corridor project. The meetings were held on November 9th in northern Martin County near Ragsville and November 22nd in central Martin County just north of West Boggs Lake.

The points raised in this comment were reinforced at both meetings.

Smith, Francis

2 - Alternatives

3.22 – Mineral Resource Impacts

When building our home our geothermal guy hit natural gas when drilling for our Geo wells. I am sure this is not the only spot that the gas is stored. I agree we need a bypass around Jasper and Huntingburg. I do not see the new road should be located so close to Hwy 231 N. I very much would like to see 231 improved, as we use it a lot going to Bloomington and Indy.

Response

Chapter 3.22 – Mineral Resource Impacts provides additional information on the natural gas fields and other potential impacts to mineral resources. Impacts to resources such as gas storage fields will be considered when alignments are finalized in Tier 2 studies.

Regarding combining a new terrain alignment in Dubois County with upgrades to US 231 north of the White River, see **Standard Response 2.17**.

Nowotarski, Mark

3.13 – Cultural Resource Impacts

3.16 – Threatened and Endangered Species

Here is some additional info I received this morning from an individual. I know it is late but thought I would share.

There is a small cemetery just west of Hwy 231 (about 1,000 feet) on the Alfordsville turn off in Martin County called Helphinstine Cemetery, and there is also an endangered copper belly water snake habitat located in a lake behind the WIT Z radio station.

Response

Regarding the copper belly water snake habitat, please refer to **Standard Response 3.16.1**.

The Helphinstine Cemetery is recorded within the Indiana Cemetery Registry (CR-51-100) and the Indiana Historic Sites and Structures Inventory (IHSSI) as 101-008-30013. This cemetery is rated as Contributing within the state inventory and is considered not eligible for listing within the National Register of Historic Places. Helphinstine Cemetery is within the 2,000-foot study corridor for alignment alternative P2Ee. Specifically, the cemetery is approximately 133 feet within the study corridor from the west corridor boundary. Given the Helphinstine Cemetery is located at the far western edge of the study corridor it is likely that alignments developed during Tier 2 within this study corridor will be able to avoid directly impacting this cultural resource. The Mid-States Corridor project team is committed to avoiding all cemeteries/burial grounds whenever possible and works to avoid such resources during the design process.

Nowotarski, Mark

1 – Purpose and Need

2 – Alternatives

Comment

Once the funding through the RDA was raised to commission a study, which was already pre-convinced, the Lochmueller group and INDOT initially shared with the public in your 2019 and 2020 presentations that the highway project was needed to solve safety and congestion issues along US 231 through Dubois County. Once the study started and got to the point identifying 5 proposed routes to study, the purpose and needs conveniently shifted away from the safety and congestion to travel time saved. This helped the study group justify how you positioned the results.

In the DEIS summary ES.1.1 Purpose and Need, it states “the notice of intent (NOI) further study was published in the Federal Register on July 5th, 2019. The project intended to improve the transportation linkage of US 231 between SR 66 and I-69 in southern Indiana.” A broad and “safe” general statement to make it goes to say, regarding the connection to I-69, this could be either a direct connection or via connection through SR 37, which is an existing four lane Expressway north of Mitchell.” Again, a general statement to allow this study to focus on the route that the business advocates in Dubois County and others lobbied for.

That paragraph also states that the study area occupies 12 counties. Why? I suspect it was for the purpose of adding additional data to justify a new highway using workforce accessibility. It allows the study to claim the highway provide easier and quicker access for drawing workers to come to Dubois County. Do you really think workers will come from Bloomington, or Newburgh, Perry County, in Crawford County? If anything, it will allow for the current workforce in Dubois County access to better jobs and other areas. This study, as like the past ones, only take to consideration what a few companies want, not what the majority wants. Simply by broadening the study, doesn't justify now that a new terrain highway is needed. More on this subject will be addressed in another letter regarding misleading economic development information.

It is interesting to read how seven core goals were established to support the purpose and need statement period from those, three were identified as core goals and the other four secondary goals that only represent additional limits. So now the goals around with localized congestion, crashes, increased level of business activity increase and economic well-being in southern Indiana are not as important. But these were the goals identified by the Dubois Economic Development Group (Dubois Strong) along with the Dubois County and Jasper Governments that were important, and the reason they agreed to contribute money for this study. It is also interesting to note that the three core goals are similar and could be summarized as one goal- reduce travel time for truck/freight travel. Based on the conclusions in the DEIS and proposed preferred route P chosen, there are very minimal time savings from one destination to another, but I will save that subject in the details in another separate written comment.

Another issue I found with the data in 1.4 needs assessment, 1.4.1.1 Regional Accessibility is the statement, “public comments identified the need for improvement accessibility through a study area.” my question is who were defined as the “public”, where can we see this, and how many stated it?

In conclusion, reading the DES, it became very apparent to me how the Lochmueller Group conducting this study on behalf of INDOT, the RDA, and the few businesses that were advocating for this new terrain highway, manipulated the data to satisfy those pain for the study and the outcome they want.

Response

Regarding the benefits offered by **Alternative P**, please refer to **Standard Response 2.6**.

Regarding the comments about the project Purpose and Need, please refer to **Standard Comment 1.1**. Congestion was never identified as a core project goal. Safety was identified as a secondary goal in the DEIS based upon input from the Federal Highway Administration (FHWA). See also **Appendix CC – Purpose and Need Appendix, Section 5.1 – Safety Goal**.

The Draft Purpose and Need identified only four core goals. One of those, crash reduction, was not a core goal in the final Purpose and Need published in the DEIS. This resulted in the three core goals identified in the DEIS and FEIS.

Many alternatives were considered at various stages of the DEIS. Twenty-eight (28) preliminary routes were identified in 2019. See FEIS **Section 2.3**. The Screening of Alternatives identified 10 routes to be carried forward for detailed study. See FEIS **Section 2.3.2**. While multiple interest groups expressed support for the project, there was not a single route which was supported by unnamed business interests.

The Study Area is described in FEIS **Section 1.4**. Its limits are defined by the counties though which either SR 37 or I-69 passes. It is within this area that the project is expected to provide transportation and economic benefits. It also is the area within which alternatives were located.

Input describing the need for improved regional accessibility is presented in **Appendix CC, Section 4.2.2 – Regional Business & Economic Input**. The following subsections in **Section 4.2.2** provide the input on the need for improved regional accessibility from several perspectives:

- **Section 4.2.2.2 – Poor Safety, Unreliability & Inadequacy of US 231**
- **Section 4.2.2.3 – Lack of North-South Connectivity throughout 12-County Study Area**
- **Section 4.2.2.4 – Workforce Availability Issues**
- **Section 4.2.2.6 – Importance of Improved Intermodal Access to Business Expansion & Attraction**
- **Section 4.2.2.8 – Importance of Transportation for Business Attraction**

Nowotarski Mark

1 – Purpose and Need

2 - Alternatives

7 – Comments, Coordination and Public Involvement

Studying the DEIS in detail there are several topics that I have concerns about, and it would be impossible to just pack up to them all in one comment statement. Therefore, I will be sending separate written comments of concerns identified by specific subject matter. This is first one focuses on Public Engagement, or lack of, for the Mid-States Corridor.

Since the inception of this project, there has been a very calculated effort to avoid public involvement. It started with the adoption of the 2017 Indiana Senate Bill 128 from Indiana Senator Mark Messmer and then House Representative Mike Braun that allowed for the formation of an RDA. It was only after language in the bill that provided for a public referendum was removed that the bill passed. While this bill was positioned to give counties a way of funding major projects with public and private funding, it is well known the sole purpose was to devise a way to resurrect a proposed highway that was studied several other times and failed for either economic or environmental reasons. I question the constitutionality of this bill and its result that purposely avoids public input.

Next are the initial “public” meetings Held in various locations in 2019 and 2020. While positioned as public input meetings, these do not give the public an opportunity to voice concerns or oppositions except for asking the attendees to fill out a survey and rank their preference on the five routes to be studied with no option to check off NO BUILD. What these meetings consisted of was the opportunity for the Lochmueller Group and INDOT to pitch their study for recommending a “preferred” route, nothing more.

Now to the DEIS. It is interesting to know how much impact was given by “key stakeholders” versus initial public input. This created a very skewed study considering several of the stakeholders interviewed were the businesses advocating for this project or the ones that contributed to the funding of the study. Another group contacted for input were the 18 economic development groups. It is very obvious that the economic development groups will always state that adding new roads will bring more opportunity. Unfortunately, this is never backed up by data. It is always an easy answer. The one area that is accurate in the DEIS is the statement recorded in section ES.3- consideration of No-Build. Many public comments opposed the project and preferred No-Build.

The reasons offered for selecting No-Build could be categorized into the following:

- A Build Alternative would be inappropriate use of tax funds.
- Impacts to the environment are not warranted for proposed improvements.
- Public would receive a higher benefit through regular maintenance of the existing roads.
- A Build Alternative would change the rural nature of this region.

In section 7.3 of the DEIS, Public and Community outreach, it states that public engagement can take many forms and it talks to all the announcements and flexibility. Unfortunately, this again was just a way to appease the public. Personally, and I know several others who visited the office at VUJC, and typical response was “we will have to wait until the results of the Tier 1 study.” In addition, I know of several people, including myself who wrote letters to the INDOT Commissioner, and Governor and others

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always getting redirected to contact the Mid-states Corridor office. It took a mammoth effort on my part and a few others to get a face to face meeting with INDOT. While we requested a meeting strictly with INDOT based on issues we wanted to address about the RDA and Lochmueller, INDOT ended up inviting representatives from both. Another act of not wanting to hear what the public wants to discuss.

In summary, this study should never have been allowed to take place. The content is written to skew the information in support of a new terrain highway. An example is the second paragraph in ES.1.1 which states, "Five previous studies provided support of the need for improvement linkage." Well, five previous studies determined building a bypass highway was NOT feasible.

Other issues I have with this study and will be sending separate letters including the Needs and Purpose, Time Travel Savings Data, Cost, Key Impacts, Economic Effects, Climate and Environment Issues, Safety, and Specific Issues on Route P.

Response

Regarding the formation and constituency of the RDA, please refer to **Standard Response ES.1.**

Regarding previous transportation studies in the region, please refer to **Standard Response 1.2.**

Regarding Southern Indiana's rural/inaccessible state, please refer to **Standard Response 1.3.**

Regarding needs for new highway investments, level of resource impacts, uses for public funds and spending for maintenance of existing highways, please refer to **Standard Response 2.1.**

Regarding the significant benefits offered by the Mid-States project, please refer to **Standard Response 2.6.**

Regarding evaluation of the No-Build alternative, please refer to **Standard Response 2.9.**

Regarding the extent of the project's public involvement process, please refer to **Standard Response 7.2.**

Public involvement activities since the project's inception have followed the guidelines in the INDOT Project Development Public Involvement Procedures Manual (updated in 2021) for federally funded projects.

As noted, there were multiple rounds of Public Information Meetings (PIMs) in 2019 and 2020 prior to the COVID-19 pandemic. During both rounds, participants were encouraged to submit comments through the website comment portal and via comment forms provided at the meetings. At these meetings, there were multiple booths staffed by project representatives. These representatives were available to receive comments as well as answer questions and provide information on the study process. Staff was available both before and after formal presentations at these meetings.

The Economic Impact Interview Meetings were conducted with 18 local business and economic development officials. These were held to gather input to contribute to the development of the purpose and need. Similar questions were provided to the public on the comment form utilized at the first round

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of PIMs held in 2019. Feedback was utilized from all sources. It should be noted that one of the 18 interviewees offered comment on the DEIS, which took issue with aspects of the Preferred Alternative. See **Comment 0525**. The commentor also describes additional meetings with key stakeholders in addition to the 18 economic interview meetings. While some who participated in the stakeholder interviews also were part of the Regional Issues Involvement Teams (RIIT), there were no stakeholder interviews other than these 18 economic interview meetings. See **Section 7.3.1.2** for descriptions of the RIIT meetings.

The Purpose and Need for the project was determined using a wide range of state-of-the-practice analysis tools. These analyses were the primary basis for determining the project's Purpose and Need. The 18 interviews were supporting information to these technical analyses. These technical analyses included:

- A regional accessibility analysis using the Indiana Statewide Travel Demand Model
- A five-year safety analysis of all state-jurisdictional highways in the 12-county Study Area
- Forecast year congestion analysis using the Indiana Statewide Travel Demand Model
- Analyses of trends in regional population, net migration, per capita income, poverty rates and unemployment in the 12-county Study Area. These used published information from the US Census and other official government sources

See FEIS **Chapter 1 – Purpose and Need** and **Appendix CC – Purpose and Need Appendix** for more details.

At the project's inception, the project office was staffed 3 days per week. It was closed during the COVID pandemic in March 2020 and reopened by appointment only in February 2021. It resumed being open 3 days per week in June, 2021. Since July, 2022, the office is open one day each week. Project staff are available at the office at other times, by appointment. During interactions at the project office, staff addressed any questions asked. At times this required obtaining answers from others and relaying those answers at a later time. Answers to some questions aren't known and confirmed until the publication of the Draft Environmental Impact Statement (DEIS) or the release of the Final EIS.

Regarding the meeting between the commentor and others with INDOT officials, participation at that meeting was determined by INDOT, the project sponsor. Participants at that meeting were able to provide input regarding any component of the project.

Senate Bill 128 allows counties and municipalities throughout Indiana to establish Regional Development Authorities. It does not limit creation of RDAs to specific regions of Indiana or to the support of specific projects, nor did it specifically mention anything related to the Mid-States Project. As **Standard Response ES.1** states, RDAs are available as a tool to support a wide range of transportation projects. These include airport projects, commuter transportation district or other rail projects, regional transportation authority projects and services, economic development projects, intermodal transportation projects and regional trail or greenway projects.

Nowotarski, Mark

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

Comment

In the DEIS, all three “Core Goals” are related around reduced traffic - increased accessibility to major business markets, more effective truck/fuel travel in Southern Indiana, and increased access to major enter model centers from Southern Indiana. Follow these, in the E S.1.2 Process Overview the study states, “other local improvement considerations not associated with the preferred alternate will not be developed as part of mid states Corridor Tier 2 Activities but maybe evaluated for further development through INDOT’s annual evaluation process.” This does not make any sense for both the cost aspect and the directive of building a new terrain highway then looking at the road improvements after the fact. Furthermore, your study conveniently eliminated looking further into alternates B and C because they didn't meet the time travel criteria as stated in ES.1.4 Identification of Preferred Alternative, “While Alternates B and C have **lower impacts and costs**, they also fail to adequately address the project’s Purpose and Need Core Goals.

So next, let's investigate how this study manipulates the data to try to highlight a much bigger time travel savings than there really is. If one would look at table ES-1: Summary of Benefits, Costs, and Impacts, they might take the preferred row P will save between 25 and 43 minutes of travel time. But what is interesting to note is how it is stated, “**Sum** of time saved from **all** locations to **key** destinations/ Minutes (Core Goal 1). The question is what are all locations and what are key destinations and why use this term “sum”? This is a definite attempt to skew how the outcome looks to support time travel savings.

So now let's go to the studies data and look at the “real” time savings. The savings on how the public really looks at travel time savings from one destination to another period I will just point out a few examples. In table 2-6: Reduction in Time Travel Between Business Centers and Key Destinations, it shows from Jasper to Indiana the savings would be two to five minutes, from Jasper to Louisville two to three minutes, and from Bedford to Rockport four to five minutes. In Table 2-9 Travel Time Reduction to Key Intermodal Centers (obviously only catering to the big businesses with their freight), it shows Jasper to see CSX Avon and Jasper to Senate Ave. Yard a savings of four to five minutes and even the biggest savings being 8 - 12 minutes from NSA crane to tell city riverport. Bottom line, for cost of over a billion dollars (at today's costs) for such miniscule time savings is a tragedy. Also, these time savings are based on a no build alternative. What will the time travel savings be once the existing US 231 improvements are made?

Just a few more points to make related to the core goals around reduced travel time period in Section 5.1.6 No Build Alternative, it states “the No-Build alternatives would not result in any costs or impacts. The No-Build Alternative also would provide no transportation or economic benefits to the 12-county study area.” However, the improvements identified for the existing US 231 will provide travel benefits period another issue I have is the study’s rating methodology in the chart Chapter 5 - Comparison of Alternatives. If you would total the number of four boxes checked, alternative B would be the preferred

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route. But once again, the study manipulates the data to accommodate what the business advocates for this project want. Finally in chapter 5 Section 5.1.5 Alternative P (preferred alternative), it states “it has the most favorable rating for three of the four core goal performance measures.” But earlier in the study it identifies only three core goals.

In summary, as a retired business executive who has spent a good portion of my career developing business strategies and even doing consulting work, I find this DEIS published by the Lochmueller Group to be very sloppy with skewed and inaccurate data that needs to be thrown out. This study should not have discounted looking into additional existing road improvements that could be designed as truck routes. There are available options that would be a fraction of the cost. In addition to the improvements on US 231, improvements can be made on existing SR 64 to SR 257, and improvements on 257 going north to connect to I-69. Improvements on existing SR 56 going West out of Jasper to I-69.

Improvements to existing SR 162 From Jasper to I-64 going South that would even benefit Huntingburg. These may not save two to five minutes of travel time, but it wouldn't destroy the land, peoples' homes, businesses, and the agricultural business that is vital.

Response

Regarding the inability of the US 231 local improvements to address the project's core goals, please refer to **Standard Response 2.2**.

Regarding the substantial benefits offered by the preferred alternative, please refer to **Standard Response 2.6**.

Regarding the inability of the Local Improvements throughout the Study Area to satisfy the project goals, please refer to **Standard Response 2.12**.

Regarding the extent of relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding the extent of agricultural impacts, please refer to **Standard Response 3.24.1**.

There are a number of individual points in this comment to which a point-by-point response are offered. These responses are as follows.

- The three core goals do not measure “reduced traffic.” They assess accessibility improvements. See FEIS **Table 3.7-1**, which shows that **Alternative P** results in an increase of about 15 million in annual vehicle miles of travel (VMT) in the Study Area. This increase in VMT is a direct result of addressing the core goals of improved accessibility.
- Core Goal 2 – Provide More Efficient truck/freight travel in Southern Indiana measures vehicle hours of travel (VHT) savings. In the FEIS, **Table 2-8** has been updated to show estimated annual freight savings. A portion of this saving is attributable to reduced fuel costs.
- The reference to local improvements being considered in INDOT's annual evaluation process refers to Local Improvements 10 through 18 which are not associated with **Alternative P**. Section ES 1.2 has been edited in the FEIS to make this point clear.
- **Alternative B** and **Alternative C** performed worse on the project's core goals than other alternatives. See FEIS **Table 5-2**. Alternative B's performance was notably inferior. The three alternatives which adequately address the Purpose and Need core goals have overall

performance indices ranging from 0.50 to 0.83. By comparison, Alternative B's overall performance index is 0.11.

- The travel time savings measures use the sum of all individual origin-destination pairs because each of these represent an important travel pattern. See **Appendix CC – Purpose and Need Appendix, Section 4.1.2 – Regional Accessibility and Accessibility Analysis Appendix**. These O-D pairs were identified by business and economic leaders in the Study Area.
- Local Improvements 1 through 9 are part of **Alternative P**. They are not part of the No-Build condition, and are not evaluated as such.
- There are four core goal performance measures associated with the three core goals. Goal 1 – Increase accessibility to major business markets, has two sets of performance measures. One measures access among major origin-destination pairs. The other measures labor force access to key employment locations.
- As **Standard Response 2.2** documents, all 18 local improvements associated with **Alternatives B, C, P, M and O**. were considered as a stand-alone alternative. This “Local Improvement alternative” performed poorly on core goals. For that reason, it was not given further consideration.

Smith, Martha

3.22 – Mineral Resource Impacts

Comment

My home less than one mile of the proposed corridor. Sets on a huge natural gas pocket. I'm sure my land is not covering the whole pocket. Have any soil studies been done on any of the proposed road? Or is it build it and let the taxpayers cover what however the cost is?

Response

No soil studies have been conducted for this Tier 1 EIS. Any needed soil studies would be identified during Tier 2 studies and subsequent design.

See also **Section 3.22.4 – Mitigation** in **Section 3.22 – Mineral Resource Impacts**. It describes how compensation is determined for mineral resources impacted by highway projects.

Joannes, Michael (Town of Santa Claus)

1 – Purpose and Need

2 – Alternatives

5 – Comparison of Alternatives

Please accept this as the town of Santa Claus, Indiana's support for the proposed development and construction of the Midstate's Corridor Project and its preferred route as outlined in the Draft Environmental Impact Statement.

Spencer County, Indiana and the town of Santa Claus are rather uniquely situated, with the boyhood home of Abraham Lincoln located on the four miles west of the world's first theme park Holiday World and Splashin' Safari® ("Holiday World") in our Town. Our 16th President's home is memorialized by both Lincoln Boyhood National Memorial - one of the only three National Park Service facilities in the State of Indiana - and the adjacent Lincoln State Park. Also situated beginning a mere 8 miles to the east of Santa Claus is the 200,000-acre Hoosier National Forest, owned by the USDA Forest Service.

Now the largest municipality in the County, the town of Santa Claus has run quite counter to normal Midwestern small town America. While in existence since the early 1800s, the Town was not incorporated as a political body until 1967, with a population of 37. During a period when most small towns have dramatically contracted in population - many to the point of extinction - Santa Claus has doubled nearly every decade to reach its present residency of 2,586.

As the population of Santa Claus has believed normal trends small town America, Holiday World also has grown dramatically from its founding in 1946, from having 120,000 annual visitors in 1970, to 600,000 and 2000, to over one million today. The tourism drawn by the theme park is critical to the area and region economy, with several economic impact indicating that the industry generates over ten percent (10%) of all the sales in the county, contributes well over \$200 million to the local economy, and supports approximately one-third of the total employment in the county. As the theme park and number of visitors has grown to make the area a multiple day destination, the Town and surrounding communities have seen a large demand for increased overnight accommodations, and numerous lodging, dining, and other retail businesses have located in and around the Town, and existing businesses have continually expanded to accommodate the demand. Based on the results of the economic study conducted on this industry, tourism centered on the Town of Santa Claus generates approximately \$12 million per year for the State of Indiana in the form of Indiana Gross Sales Tax- 48% of which is paid by visitors from outside of the State of Indiana coming into our State to visit this area- and Personal Income Tax on earnings of workers in tourism related occupations. While Santa Claus has partnered with the Federal Highway Administration and the Indiana Department of Transportation on numerous projects to assist with the access of residents and visitors in and around the Town- including improvements to existing highways and streets, development of new streets and a multimodal alternative transportation network in the town- Santa Claus, Spencer County, in the entire south-central area of Indiana always has been hampered by the lack of safe and effective route for travel to and from the north. While the development of Interstate 69 has alleviated the burden travelers previously suffered of being required to first travel over 1 hour to the West or east to reach U.S. 41 or Interstate 65, respectively, to have a limited access facility to our State Capital and other northern locations,

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travelers still must utilize 2- lane routes through towns and cities between Interstate 69 and Interstate 64 in order to make this journey.

The new proposed Corridor will alleviate this longstanding issue and provide a safe and effective route for those traveling to and from the Town from the north. While we certainly recognize and sympathize with those who will be negatively and directly impacted by this proposed route, the Town of Santa Claus urges your immediate adoption of the route in order to allow development and construction of the Corridor to occur as expeditiously as possible.

If you have any questions, please feel free to contact me.

Thanking you for our time and consideration, I am,

Michael Joannes

President, Town of Santa Claus, Indiana

Response

In the development of the Tier 1 Draft Environmental Impact Statement (DEIS) as well as the subsequent Final EIS, the project team examined multiple alternative corridor routes. The analyses looked at potential impacts, costs, and performance against meeting the identified Purpose and Need (see **Chapter 1: Purpose and Need**).

Improved north-south connectivity is one of the core goals of the project. This Final EIS has identified Alternative P, with minor modifications, as the selected alternative. This modification defers the route decision through or around Loogootee (Section of Independent Utility 4) until the Tier 2 assessment for that section.

The specific alignment of the improved roadway, including the facility type (Super 2 or Expressway) will be determined during subsequent Tier 2 environmental studies. The alignment will fall within the approximately 2,000' Alternative P corridor but will require notably less right-of-way (approximately 200' to 500') depending on facility type and terrain.

Werne, Wayne

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

Comment

I'm here tonight to oppose this decision about the Mid-States corridor. While option P, which was chosen as the preferred alternative was not as ridiculous of a route as routes M and O, it is not as short of a route and consequent impact as options B or C. But ultimately, there is no purpose and need for this totally unnecessary additional road - to the contrary of what the DEIS claims.

Let's be honest - this entire project was cooked up by the monied business interests of the region so they could get their pet highway project built. That is the definition of a pork barrel project.

People like Hank Menke have no right to redirect state funding to build an unnecessary and vehemently opposed road like this which would require the outright theft of private property and the destruction of countless acres of farmland and forestland - commodities we can ill afford to squander in this day and age.

I would point to the fact that - by law - the no build option HAS to be considered as a realistic alternative. That is something that clearly has NOT happened, which is evidenced by the fact that the initial public meeting comment sheets only gave people which of the BUILD options to pick from. By law - you have to consider the no build option, and not even including that option pretty clearly proves you have violated federal law by preconceiving a solution to a problem that doesn't exist.

Finally, even though building on top of an existing road would be the best way to improve a highway corridor, even option P proposes to parallel the existing road and destroy needless additional acres of greenspace - which should be unacceptable to us all. If option P is chosen, you should be required to put as much of that highway directly on top of existing 231 and not destroy additional greenspace. Again, I oppose this project in its entirety and I hope and pray common sense prevails and it never gets built.

Response

Regarding an alternative consisting of an upgrade of US 231, please refer to **Standard Response 2.3**.

Regarding the substantial benefits of **Alternative P**, please refer to **Standard Response 2.6**.

Regarding opportunities for public input on the No-Build alternative as well the full consideration afforded it, please refer to **Standard Response 2.9**. See also **Section 5.1.6 – No-Build Alternative**, in the FEIS.

Regarding the fair compensation paid for the acquisition of private property for transportation projects, please refer to **Standard Response 3.5.1**.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**.

Mid-States Tier 1 DEIS Comment

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Decisions about transportation funding are made by the Indiana Department of Transportation. INDOT seeks Input on transportation decisions because it is an important part of the planning process. However, private individuals do not have a role in “directing” transportation funding.

Jenkins, Dave

0 – Summary

3.6 – Indirect and Cumulative Impacts

Comment

What impact do you think the Biden admin re-statement of Phase 1 of NEPA will have on the project?

Response

This comment refers to the Final Rule published in the Federal Register (FR) on April 20, 2022 which became effective on May 20, 2022. The Summary published in the FR states:

“The Council on Environmental Quality (CEQ) issues this final rule to amend certain provisions of its regulations for implementing the National Environmental Policy Act (NEPA), addressing the purpose and need of a proposed action, agency NEPA procedures for implementing CEQ’s NEPA regulations, and the definition of “effects.” The amendments generally restore provisions that were in effect for decades before being modified in 2020.”

The Mid-States Tier 1 ES commenced on July 5, 2019, with the Notice of Intent (NOI) published in the Federal Register. It incorporated longstanding NEPA provisions which were in effect prior to 2020. In particular, its analysis of Indirect and Cumulative Effects incorporates the 1978 CEQ regulations for evaluating direct, indirect and cumulative impacts. See **Section 3.6.1 – Indirect and Cumulative Impacts, Introduction** for details.

The Mid-States project is consistent with the definition of “effects” in the Final Rule which became effective on May 20, 2022.

Ellis, James R

2 - Alternatives

3.5 – Relocation Impacts

Comment

Will the Bramble substation be moved? Why do we need two major highways within 10 miles?

Response

Regarding the substantial benefits offered by **Alternative P**, please refer to **Standard Response 2.6**.

We do not anticipate that the proposed alignment will impact the Bramble Substation.

Burch, Martin

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I own 270 acres on Dages Lane in Loogootee. Your path shows the road going through our farm. Our farm and several neighbors' farms are leased to a solar company that are going to be putting in panels in the next 1 1/2 years. Just thought you should know.

Response

Thank you for sharing this information pertaining to the potential for solar panels on your property. We will explore this further with you and your neighbors as part of the Tier 2 environmental study for the Section of Independent Utility (SIU) 3, where your property is located.

Nowotarski, Mark

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

According to the DEIS, and table 2.6 in the study, the preferred route P will now save 2-5 minutes travel time from Jasper to Indianapolis, and 2-3 minutes saved traveling to Louisville from Jasper versus the NO BUILD option. What will that time savings really be once the improvements to the existing highway 231 are complete? In the meantime, for this great travel time savings, you are going to potentially displace between 109 and 149 properties. More specifically up to 100 homes, 6 institutions, 9 businesses, and 34 farms. And the cost to do all this will be between \$735 million and \$1.052 billion at today's dollars, not future projected costs. And by the way, route P is not the lowest construction cost as you publicized. Finally, while the DEIS identifies that the contribution to the Green House Gases (GHG) for Route P or any route in the study will see a minimal increase, you are supposed to be focused on decreasing the Green House Gases caused by transportation. Then you try to justify that by stating in the document that the growth of Electric Vehicles should help offset that, which is speculative, not data driven. How does this make sense when it is obvious this study is skewed toward business truck travel? This project is simply about greed, and if INDOT and the Federal Highway Administration does not see that, you are part of the problem not the solution. None of this makes any common sense. Think of it this way, the time you have given me here to make a public comment is the same as the two minutes I would save in 2045 when I drive up to Indianapolis. It just doesn't add up.

Response

Regarding the role of the Local Improvement in addressing the Purpose and Need, please refer to **Standard Response 2.2**. These improvements do not address the project's core goals. They also are part of preferred **Alternative P**, not a separate project.

Regarding the significant benefits of preferred **Alternative P**, please refer to **Standard Response 2.6**.

Regarding the timing of construction of the Local Improvements, please refer to **Standard Response 2.7**. The process to finalize their location and conduct final environmental and design studies will require several years. Construction on any of the Local Improvements is not anticipated prior to the 2026 construction season.

Regarding the extent of relocations, please refer to **Standard Response 3.5.1**.

Regarding the effects of the project on Greenhouse Gas emissions, please refer to **Standard Response 3.9.2**.

Regarding the level of agricultural impacts, please refer to **Standard Response 3.24.1**.

Alternative P has the lowest construction cost among alternatives which adequately address the Purpose and Need. See FEIS **Section 5.2**.

The study evaluates the benefits to all highway travel, and is not confined to freight travel.

Nowotarski, Mark

0 - Summary

2 – Alternatives

3.1 – Introduction and Methodology

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

3.14 – Visual Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.30 – Irreversible and Irrecoverable Impacts

5 – Comparison of Alternatives

Comment

Table ES-1: Summary of Benefits, Costs, and Impacts in the EIS Summary, page ES-13 is interesting from the standpoint it shows numerous key impacts for alternative route P that would conclude it should not be the preferred route. Looking at the impacts that this project would have for any of the routes should be a strong indication on why no new terrain highway should be built. However, for this purpose let's look at some of the numbers in the key impact section for alternative P.

Route P has potential relocation between 109 – 149. Greater than both routes B and C.

Route P has cultural impacts, above ground historic sites of 8. Greater than B, C and M.

Route P has cultural impacts, archaeological sites of 28 – 50. All routes are consistent here from between 23 – 60 sites. However, what is not known is once a more detailed study is conducted how many additional sites would be found for route P.

Route P has between 1,354 – 1,832 acres of general farmland and 520 – 733 acres of prime farmland that will be impacted which is higher than routes C or O. However, my question is who defines what is general and prime, and why does this study downplay the significance of agri-business and its economic importance? Does the perceived economic gain from adding a new terrain highway offset or exceed existing agri-business that will be lost? Where is the data on that? Here is the generalized statement found in Section 3.30 Irrecoverable and Irreversible Resource Losses, "The project could impact between 700 and 1,750 acres of farmland and pasture, depending upon the alternative selected, However, the development of agricultural land for the long-term improvement of transportation and commerce offers significant economic advantages. While some farmland is converted to other uses, the sustainability and longevity of economic benefits following construction more than compensate for these impacts.

Benefits to the agriculture industry include better and more reliable market access, lower transportation costs and reduced costs for supplies such as seed and fertilizer. Again, YOU CAN'T STATE THIS! WHERE ARE THE FACTS TO BACK THIS UP?

Route P has the highest number, 11, of impacted protected species versus any other route alternative.

Route P has far more total acres, 629 – 923, forest impacted versus routes B and C.

Route P has the greatest potential noise impact except for alternative O.

Mid-States Tier 1 DEIS Comment

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Here are some other issues I have found within this study regarding impacts –

The study addresses avoiding developed areas near the city. So, it is obvious the study doesn't rate productive farms as developed areas. Not sure about the rest of the state but in Southern Indiana these farms are an integral part of our developed area and need to be kept that way.

The study states on page 2-22 in Section 2.4.2 that 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." The question is why does the study NOT include the updated FHWA statement dated December 16, 2021, which states it recommends NO new highways?

On page 3.2-6 Section 3.2.3.2.2 Agriculture, it clearly states alternatives B, M and P have higher agriculture impacts. So again, why when agriculture is such an important business and economic driver does this study not put value on that?

In section 3.3 Social Impacts Section 3.3.3.1 Neighborhood and Community Cohesion states, "A new roadway facility will have both negative and positive impacts to the nearby communities, A new highway facility would result in altered travel patterns, increase travel time in some instances and improve travel times in others." This is a broad assumption with no facts to substantiate it in any way so why do it? Further, it states, "Alternative P impacts the most communities, at nine cities and nine rural communities." Again, so why do it? And again, one of these communities are the Amish in Daviess County which will once again have to suffer a modern-day version of redlining.

In section 3.5 Relocation Impacts, in addition to the number of potential relocations, according to Table 3.5-2: Relocation Impacts Due to Loss of Access, alternative P has the highest impact with 29-51 locations.

The other issue regarding relocation that this study does not address are the properties that would end up with a highway in their front yard or back yard. Tragic!

Visual impacts are addressed in Section 3.14. It is very simple – yes, any new terrain highway will have a negative visual impact. The scenic nature of our landscape with rolling hills, farmland and forests is what we treasure most in this part of the state, and what visitors comment on the most in a positive way. Don't ruin that!

3.18 Wetlands Impact. Oh wait, Indiana doesn't care about protecting its wetlands since they passed a bill in 2021 against protecting wetland so they could justify more development. Thank you, Senator Messmer, and the General Assembly.

Finally, once again to the study's "scorecard" in Chapter 5 – Comparison of Alternatives, if you added all the four boxes checked and the three boxes checked for impacts, costs and benefits, the clear choice would be alternative B. But because the study needed to manipulate the data to justify the route that the big businesspeople advocated for, it had to try and skew the data for alternative P. Afterall, who paid for the study?

Mid-States Tier 1 DEIS Comment

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In summary, there are way too many negative “key impacts” to justify any new terrain highway. The study barely takes into consideration the key impact on the climate. But I will address those details in another comment letter.

Response

Regarding the substantial benefits of preferred **Alternative P**, please refer to **Standard Response 2.6**.

Regarding resource agencies expressing a preference for upgrading existing roads, please refer to **Standard Response 2.12**. The FHWA memorandum referenced emphasized maintenance of existing roads and bridges. It does not recommend “no new highways.”

Regarding methodologies for determining impacts in this Tier 1 EIS, please refer to **Standard Response 3.1.1**.

Regarding properties which will be proximate to the new highway, please refer to **Standard Response 3.4.3**. It cites research that over time there is potential for increased property value due to improved access. See also FEIS **Section 3.14**, which addresses visual impacts to existing properties.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding impacts to Amish communities, please refer to **Standard Response 3.8.1**.

Regarding impacts to cultural resources, please refer to **Standard Response 3.13.1**. Further analysis of cultural resources will occur in Tier 2 studies. These studies will be guided by the Section 106 Programmatic Agreement (PA) for implementing the Section 106 process in Tier 2 studies. This PA is included in FEIS **Appendix P**.

Regarding impacts to listed species, please refer to **Standard Response 3.16.1**. **Alternative P** has the lowest impacts to listed species of alternatives with adequate performance on the Purpose and Need.

Regarding wetland impacts, please refer to **Standard Response 3.18.1**.

Regarding forest impacts of **Alternative P**, please refer to **Standard Response 3.21.1**. **Alternative P** has less than half the forest impacts of other alternatives which satisfy the Purpose and Need.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**. Prime farmland is identified by the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops. See FEIS **Section 3.24.1**.

Regarding the analysis of economic impacts to farm income, please refer to **Standard Response 3.24.2**. FEIS **Table 3.24.2** discloses that annual losses of farm income due to farmland acquired for **Alternative P** ranges from \$1.0 to \$1.4 million. These losses are more than offset by significant increases in regional Gross Domestic Product (GDP) and personal income. See FEIS **Table 2-13**.

The market access benefits of the project to regional agriculture are evaluated in the TREDIS regional economic forecasting. See **Appendix B – Economic Development Performance Measures Analysis**. In **Section 3** point 1, benefits to regional agriculture are listed as the first point among 14 industry sectors.

Regarding the citation of social impacts in FEIS **Section 3.3**, these potential impacts are analyzed in both FEIS **Section 3.3** and **Appendix DD**. Social impacts will be analyzed in more detail in Tier 2 studies.

Mid-States Tier 1 DEIS Comment

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Regarding the alternative's "scorecard" provided in **Chapter 5**, FEIS **Section 5.2**, Preferred **Alternative P** has the lowest overall level of impacts among alternatives which adequately address the Purpose and Need. **Alternative P** also has the highest performance of all alternatives – see **Table 5.2 – Core Goal Performance Measures**.

Nowotarski, Mark

1 – Purpose and Need

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.6 – Indirect and Cumulative Impacts

3.24 – Agricultural Impacts

Comment

RE: Mid-States Corridor Project – The Economics

Workforce Shortage

There is a lot stated regarding economic effects and workforce shortage as a common theme with stakeholders, businesses, and community leaders. Where isn't there a workforce shortage. Over the past 15 years prior to my retirement, I worked for companies in Tennessee, Ohio, and had business clients in Pennsylvania, Washington D.C., Arlington, Virginia, and Dallas, TX to name a few. The common theme in every one of these markets was workforce shortage. This is not a Dubois County problem. This is a national problem, and you cannot solve it by expanding the study to 12 counties so your data can show a greater population to draw from. It is not realistic and building a new terrain highway will not open the flood gates with workers.

Economic Development Needs

In Chapter 1, page 1-6, Section 1.4.2 Economic Development Needs, the study states, "In addition, 18 one-on-one interviews with major business and economic development associations were conducted to identify major logistical and freight transportation needs within the project area. These interviews identified serious shortcomings with north-south access for freight and personal travel in the projected area. These shortcomings are acute to and from points north of Dubois County." Did you really expect these companies and economic development groups to say everything is fine? Of course, when you talk to these groups, they will grasp at anything they can get to try to improve annual performance metrics. I am all too familiar with that since working in the corporate world for most of my career and doing business strategy consulting. Describing results as "serious shortcomings" and "acute" are not backed up with facts. And how many of these interviews were with companies who funded the study?

In this same section in the first paragraph the study states, "This review showed that the economic performance of the Study Area has lagged for several decades compared with both Indiana as a whole and the entire United States." Yet Jasper census grew 11+% over the past decade and Dubois County is one of the only counties in Indiana that grew in the past 10 years. The information and how the study uses the negative statistics from other counties in the "study area" to bolster the narrative is a tactic the study seems to use throughout. It is manipulative and needs to be retracted.

Continuing, in Chapter 3, Section 3.4 Economic Impacts on page 3.4-5 it states, "In the longer term, there is projected to be new residential and commercial development induced by the project. These improvements would cause properties to increase in assessed value, adding to the local tax base. Also, some properties located near the proposed alternatives are likely to become more valuable. These resulting increases in assessed valuation will offset these base losses." This is all hypothetical and not a given. Please share any results of studies from other new terrain highway projects that bypass small or medium size towns where the studies "projection" in fact did what it stated. The fact is the number one issue right now in Dubois and surrounding counties is the lack of affordable housing. That can be tackled without spending resources on a new highway.

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Displacements

The preferred proposed route P shows potential relocations between 109-149. Again, that includes 23-34 agricultural displacements, 6-9 businesses, 3-6 institutions, and 77-100 residents. The reality, if this happens is that some residents will be forced to move out of the area because of no appropriate housing being available and possibly needing to find a job elsewhere when they move. Businesses displaced may elect to close shop due to the expense or move elsewhere causing more loss. Displacing farmers and their productive land will result in much lower agriculture business revenues that won't be replaced. Another note regarding the displacement of residents is this – the issue about relocation is that it doesn't address the properties that would end up with a highway in their backyard. Do you really believe their valuation will increase?

Agriculture Business

The DEIS on page 3.6-5 identifies farmland use in the study area has declined by 19 percent from 1974 through 2017, approximately 1,420,000 to 1,750,000 acres. This is also forecasted to continue to decline so I guess the methodology of the study is to help that along and you feel it is okay to tell these farmers only 1,800 acres will be taken away with route P, and it is termed as "very minimal acreage". Also, why on one page it states 1,800 acres but in the Table 3.6-1 it shows alternative P with a cumulative impact of acres between 2,432 and 2,956?

It is interesting to note in Section 3.24 Agriculture Impacts statements used in the DEIS include, "Agriculture has been a way of life in Indiana for thousands of years and continues to be an important industry and economic driver for the state.", and "Farmland preservation and the conversion/loss of prime and unique farmland are important issues in Indiana.", and "The purpose of the FPPA was not to stop development of farmland, but to guide industries to develop areas that are less suitable for farming." Yet taking away precious farmland to build a new highway (yes, transportation is an industry) is okay with INDOT? Finally, in Section 3.24.3.5 Alternative P states, "Alternative P has the second highest potential for impacts on row crop agricultural lands. It impacts the highest percentage of prime farmland soils, 38-40 percent..." This alternative has the widest range of lost agricultural income at \$977,000 - \$1,426,000. Wow, how will new business offset that loss?

Local Business Impact

While not really addressed in this DEIS, studies have shown that when a bypass highway is put in around a small or medium size town or city, the businesses that suffer are the local mom-and-pop shops and small entrepreneurial business that lose significant business and some close or lose their business. At the same time there has never been one study done after a bypass highway has been built that validates the "projected" economic growth stated as a reason for building the highway.

In summary, all the information and projections for economic gain in this study does not add up to the destruction this project will cause. Let's move forward and not backward by improving existing roads and letting the communities focus energies on smart, sustainable economic growth, affordable housing that will allow workers to move and be in an area they want to live without putting future financial strain on our towns and counties.

Response

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Regarding the definition of the Study Area, it was not “expanded” at any point in the project. It was determined at the onset of the project and has not changed since then. See FEIS **Section 1.4 – Needs Assessment**.

Regarding workforce access, see FEIS **Table 2-7**. It discloses that major employer markets in the Study Area will have access to over an additional 10,000 workers with the construction of **Alternative P**. This added access will help address, though certainly not solve, issues related to labor force availability.

Regarding participants in economic development interviews, these were identified by project staff based upon familiarity with regional business and economic activity. Several interviews were conducted with regional economic development agencies. When scheduling interviews, staff did not consider whether individual companies provided funding to the Regional Development Authority (RDA).

Regarding the economic development potential of the Mid-States Corridor project, please refer to **Standard Response 2.11**. The Mid-States Corridor project is not intended to benefit a single city or county within the Study Area. It is appropriate to consider demographic and economic trends in all 12 counties of the Study Area to identify needs.

Regarding housing construction, please refer to **Standard Response 2.1**. Housing construction is within the purview of local and county governments. In addition, by law most major sources of transportation funding are not available for non-transportation purposes.

Regarding the effects of local businesses when new highways are constructed near towns, please refer to **Standard Response 3.4.1**. It summarizes the review of 9 studies evaluating the effects of bypasses on a total of 80 cities.

Regarding research showing the ability of improved highway access to increase property values, please refer to **Standard Response 3.4.3**. It describes that the Federal Highway Administration (FHWA) has identified value capture techniques for highway-induced increases in property values.

Regarding the level of relocations for the project, please refer to **Standard Response 3.5.1**. Regarding the availability of replacement housing, please refer to **Standard Response 3.5.2**.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**. Regarding the loss of farm income due to the use of farmland for the project, please refer to **Standard Response 3.24.2**. FEIS **Table 3.24-2** forecasts that construction of **Alternative P** will result in annual farm income decreases of \$1.0 to \$1.4 million within the Study Area. Offsetting these decreases will be significant increases in personal income and regional Gross Domestic Product (GDP) within the Study Area. See FEIS **Table 2-13**, which describes that **Alternative P** results in significant increases in regional GDP.

Regarding the comment about **Table 3.6-1**, this table discloses the direct and indirect impacts of **Alternative P**, as well as agricultural land purchased for wetland mitigation. It also accounts for the impacts of other projects which are unrelated to **Alternative P**. These 11 additional projects are listed in FEIS **Section 3.6.3.4**. These components of cumulative impacts account for the difference between the direct impacts of the project and its cumulative impacts.

Blessinger, Brian

2 – Alternatives

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.10 – Noise Impacts

3.13 – Cultural Resource Impacts

3.14 – Visual Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

6 – Mitigation

7 – Comments, Coordination and Public Involvement

Comment

"My name is Dr. Brian Blessinger of 1560 Timber Line Dr., Huntingburg, IN 47542. I have been closely following the maps and information for the Mid-States Corridor. With the release of the Draft EIS I have now seen a change in plans for the route around the Huntingburg Airport. Route P has changed from previously published maps that were issued for public comment (02202020_PIM_Map_90x180.pdf) This new Route P in fact deviates outside of the environmental survey that was published for comment. Therefore, it is impacting new landowners that have been misled to believe that they would not be impacted. My homestead will now abut the corridor and be subject additional noise and light pollution. As a result of this new route the value and enjoyment of my home will be diminished. This new route clearly prioritizes streams over the homes and lives of the residents in the community. You should ask residents if they'd rather have the government move a stream or tear down their house. The route should be adjusted to prioritize the people over streams that can be repaired and relocated.

Was any single or group of landowners treated preferentially in the decision to place the route? The most vocal and well-funded opponents to the project would be displaced by a southern turn to the East around the Huntingburg airport. Was this individual or family given access to routes prior to public release? Did any person, family, business or organization outside of the employed and contracted workers have access to this new planned route? There is currently a prominent property and residence under construction that would have been directly in the path of the previous Route P. Despite their family being so vocal and aware of the route of the road I find it hard to believe they would construct a new residence in the path of Route P. These prominent landowners were in the path of the previous versions of Route P but will now not be impacted. This preferential treatment cannot stand. I will be submitting a FOIA request to determine extent that the land owners south and east of the Huntingburg Airport were considered in development of this new Route P.

Was the Stop the Midstate Corridor's organization requesting or suggesting any change in the route specifically as it relates to the Huntingburg Airport area or alternatively when the road would turn east on eastern routes?

Has the disposition of existing roads been determined? Which roads will intersect with access the freeway? Which roads will be severed and not afforded access?

Mid-States Tier 1 DEIS Comment

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What consideration was given to changing the route from two slight turns to jog around the Huntingburg airport to now two near 90 degree turns in a shorter distance? These newly abrupt turns will result in additional noise and light pollution.

What is the safety difference in these two sets of curves to maintain a north/south route and bypass the airport?

Was there any consideration to future expansion to the airport given its desire to add another runway and possibly further lengthen the current runway? By committing the freeway to the west of the airport any future expansions to the airport's runway will be required to be to the east. Any new North/South runway would be limited due to the existing hangers and terminal. Given the elevation difference from the east side of the airport to the west side the cost to expand the airport to the east will be cost prohibitive and stifle its growth. If the freeway was located to the east of the airport as was indicated on the previous versions of Route P, any airport expansions could be done more economically to the west and north given the traffic alternative afforded by the freeway during an airport expansion. By routing the freeway so close to the west side of the airport will air traffic be curtailed? By routing to the east, the freeway would also be able to avoid FAA restrictions.

The majority of traffic to and from the airport is from Huntingburg and Jasper given that is where the industry is located. Those vehicles will now need to cross the highway in some fashion to access the airport thus increasing chances of accident or increasing cost by requiring an overpass. Was this taken into account?

Are there any historical sites or areas of special importance leading redirecting Route P west of the Huntingburg Airport?

If there are any special sites affecting this area of the Route P please release the category, level of importance and location of these areas?

Deforestation required for Route P will be considerably more than other routes. There are also irreplaceable ecologically valuable wetlands located along Route P. Route P will have a disproportionately worse impact on the environment.

Saving a few minutes of transportation time is a debatable benefit in the year 2022 for the Mid-States Corridor. With the introduction of self-driving transportation, commercial and personal, this savings of time will become meaningless. When labor is removed from commercial transportation by driverless vehicles there will be negligible if any economic benefit from this roadway.

In summary the Final EIS should address the following issues:

There are many unique geographical features to Route P and the residences around the route that would direct, amplify and concentrate the sound from a roadway. Ambient Light and Noise Pollution studies should be performed on the new route P. These studies should address appropriate mitigation measures such as; relocation of the road way, road surface material selection and other sound and light control measures.

Mid-States Tier 1 DEIS Comment

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Disenfranchised economic areas such as the east side of Huntingburg will be disproportionately affected and will be sacrificed for construction of the road with Route P. The EIS must address why it is OK for this EJ block to be disproportionately affected?

This new route P is inconsistent with the proposal's justification for selecting a route by prioritizing people over environmental constraints. It is clear the eastern route was chosen due to the type of impacts that each would receive. The western routes have more impact on people and the eastern routes have more environmental impact. Justifying the Route P selection this way but changing the track around the Huntingburg Airport is inconsistent. If route P is chosen the track should be east of the airport to impact less people and remain consistent with this ideology. If Route P is indeed the chosen route this inconsistency must be addressed by changing Route back to the eastern course around the Huntingburg Airport.

Route P is through a large swath of wetlands and requires a significantly more deforestation than other routes. This habitat is critical for many species of animals unique to these areas. One species, of many that will be impacted, is the Indiana Little Brown Bat. Constructing the roadway during appropriate seasons will not address the loss of this critical habitat for species survival. What is the justification for Route P and its increased impact on the Indiana Brown Bat, and other species, and habitat over the other available routes with considerably less habitat destruction? Where will the habitat mitigation banks be located to ensure no impact to the local colonies of Indiana Brown Bats? Undoubtedly, there are not enough mitigation banks in the vicinity of the project and therefore more valuable Indiana farmland will be required to be sacrificed to this project to create the required banks. This acreage should be included in the project impacts. The EIS should address how long will it take for these banks to mature enough to replace roosting habit being destroyed by roadway construction and the expected impact on these colonies while the banks mature.

Driverless transportation is not something to be discovered in the future. This technology is here already. Waymo, TuSimple, Tesla FSD, Cruise among many other companies are already on the road driving without human input. Commercial transportation costs are projected to decrease by 30-50% thus negating any savings by shortening a trip by 15 mins on the Mid-States Corridor. This reduced transportation savings will never allow the Mid-States Corridor to repay society for the cost of construction let alone its emotional cost on the local community. The EIS should address how the economic improvement of the Mid-States Corridor is reduced by autonomous transportation."

Response

Regarding the reasons for modifying the routing near the Huntingburg Airport, please see the response to **Comment 0030**. This change was made as a result of ongoing coordination with the Airport Authority related to airport protection zones and other physical and environmental constraints. As the comment notes, the Screening of Alternatives Report published in February 2020 showed **Alternative P** and other alternatives with alignments to the east of the Dubois County Airport. The alignment was moved to the west of the Airport as a result of consultations with the Airport Authority. See response to **Comment 0729** for more information.

As the comment notes, this routing attempts to minimize stream impacts. Minimizing impacts to the waters of the United States (WOTUS) is a requirement for permitting under Section 401 and Section 404 of the Clean Water Act. For further information about wetland and stream impacts, please refer to **Standard Response 3.18.1** and **Standard Response 3.19.1**, respectively.

Mid-States Tier 1 DEIS Comment

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Regarding relocation impacts, please refer to **Standard Response 3.5.1**. Regarding whether ownership was a determination in identify property impacts, please refer to **Standard Response 3.5.4**. Prior to release of the DEIS, the corridor locations published in the DEIS were known only to the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA) and consultant staff. This information was not disclosed or available to any other party.

Regarding decisions about type and location of access to the selected route, please see **Standard Response 3.7.1**. All such decisions will be made in Tier 2 Studies. This specifically addresses the comment about access considerations for traffic to and from the airport. Regarding a related comment, vehicles must "cross" the highway regardless of which side of the airport that the alignment is located. To access the airport will require a southbound to eastbound left turn for an alignment on the west side of the airport or an eastbound to northbound left turn to leave the airport for an alignment on the east side of the airport.

Regarding consideration of noise impacts, FEIS **Section 3.10** discloses noise impacts of all alternatives. Further details are provided in **Appendix JJ – Noise Impact Analysis**. Regarding visual impacts, FEIS **Section 3.14** discusses visual impacts of all alternatives. Detailed consideration of both noise and visual impacts will occur in Tier 2 NEPA studies when an exact alignment is selected. This will include consideration of appropriate mitigation measures.

Regarding the "safety difference" among various roadway components, alternatives incorporate requirements of the Indiana Design Manual. These requirements provide for construction of safe roadways. See **Appendix E – Cost Estimating**.

Regarding consideration of cultural resource impacts, please see **Standard Response 3.13.1**. Cultural resource impacts were not a consideration in the location decision for **Alternative P** near the airport. The same response is offered regarding the general comment about "special sites" affecting the location decision for **Alternative P** near the airport.

Regarding forest impacts of **Alternative P**, please refer to **Standard Response 3.21.1**. As this response states, **Alternative P** has less than half the forest impacts of the other two alternatives which adequately address the project's Purpose and Need.

Regarding impacts to listed species, INDOT has entered into formal consultation with the US Fish and Wildlife Service (USFWS) as provided in Section 7 of the Endangered Species Act. This consultation will result in a formal Biological Opinion addressing the effects of the project on listed species. Please also refer to **Standard Response 3.16.1**. Please also refer to **Standard Response 3.25.1** regarding the study's consideration of ecosystem impacts.

Regarding the future of autonomous vehicles, please refer to **Standard Response 2.1**. As this response states, to the extent that autonomous vehicles become a common technology, they have the potential to increase freight shipments, especially on major highways. This would create the need for added highway capacity. Autonomous vehicles were evaluated as a potential initiative to address the project's identified needs. See FEIS **Appendix D – Screening of Alternatives, Analysis of Non-Highway Alternatives Appendix**. More generally, technological improvements fall under the heading of "incomplete or unavailable information." (40CFR 1502.21). This means such improvements are not suitable for evaluation in a NEPA study.

Uebelhor, Brooke

2 – Alternatives

3.3 – Social Impact

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.10 – Noise Impacts

3.17 – Floodplain Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Lands

Comment

I am writing on behalf of the Mid-States Corridor and some concerns that I have as a Jasper resident. I currently live at the north end of Jasper where the likely path of the corridor will be going through. This is of course not this only reason of my concern. It will maybe save 15 minutes of travel, but I feel like the project overall will not be helpful to the community. It will be changing the landscape for many families and individuals. You have places like the Schnitz (iconic to Jasper) and Sultan's Run (also iconic) that will no longer have access within town. If you also look at the proposed route, it will be going through the nature preserve on Kellerville Road. That in itself is harmful. Which begs the question, where will those animals and flooding go when displaced? Unfortunately it will likely be rerouted towards the local homes and any remaining farmland.

For the local home owners in that area. We are people. We have families. We love where we live. We purchased our homes because it was quiet and peaceful at the time of purchase. Some of them have been part of the community for longer than I have been alive. We currently have access to town and the things we need so we can buy locally. If we are cut-off from that, I would likely not shop as much locally because it will be harder for me to get into town. Amazon is just a click away for so many people. And to be honest, when you look at many people when traveling, they want something right off of a bi-pass. If they have to travel more than .2 of a mile they are likely to go to the next town. That is why some frequently traveled places turn into nothing more than a quick pitstop rather than a weekend excursion.

I love the city of Jasper, and it's always been home as having grown up in Ireland and Jasper over the last almost 40 years. We moved away for several years for jobs, but I came back over 10 years ago for that home town feel to raise our child. If we take that away and make it more commercialized like any other town, then we're losing the point of living in such a beautiful and timeless place. Jasper and the local area is a place to be proud living in as it is. Please keep that in mind when making these decisions.

Response

Regarding economic impacts to cities, please refer to **Standard Response 3.4-1**.

Regarding relocation impacts, please refer to **Standard Response 3.5-1**.

Regarding local traffic impacts, please refer to **Standard Response 3.7-1**.

Regarding noise impacts, please refer to **Standard Response 3.10-1**.

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Regarding floodplain impacts, please refer to **Standard Response 3.17-1**.

Regarding agricultural impacts, please refer to **Standard Response 3.24-1**.

Regarding wildlife habitat impacts, please refer to **Standard Response 3.25-1**.

The nature preserve on Kellerville Road is Buffalo Pond, managed by the Indiana Department of Natural Resources (IDNR). FEIS Section 3.27.3.2 states that a portion of this nature preserve is within 500 feet of **Alternative P**. It is not directly impacted. During Tier 2 studies efforts will continue to avoid and minimize impacts to this managed land.

Barton, Paul (Eastern Shawnee Tribe)

3.13 – Cultural Resource Impacts

Comment

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Multiple County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects. As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Thank you for your consideration.

Response

We appreciate your interest in the Mid-States Corridor and your participation as a Section 106 consulting party in this undertaking. The project team is also committed to protecting sites important to Tribal heritage, culture and religion as well as historical sites that may contain human remains and associated funerary objects. Per the NHPA sections you referenced in your letter, we are in the process of identifying resources and determining potential effects to any significant historic properties within the Mid-States Corridor project area of potential effects, including those that may have religious and/or cultural significance to Indian Tribes. The final Tier 1 Section 106 Programmatic Agreement, which will govern cultural resource analyses in Tier 2 studies, is included in **Appendix P – Section 106 Consulting Party Documentation**. It includes the 2017 Tribal Memorandum of Understanding between INDOT, FHWA and multiple tribes.

Should project construction activities inadvertently discover human remains, an archaeological site or other object(s) potentially associated with Tribal cultures ground disturbing activity will stop within one hundred (100) feet of the discovery and we will immediately contact the Eastern Shawnee Tribe, as well as the appropriate state and local agencies, within twenty-four (24) hours. No further ground disturbing

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activity will occur within 100 feet of the discovery until Tribal and state agencies have been consulted. Further, should the Mid-States Corridor design change, additional consultation will occur with the Eastern Shawnee Tribe as well as our other Tribal and non-Tribal consulting parties.

Brown, Doug (Multi Resource Management, Inc.)

2 – Alternatives

3.4 – Economic Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

We are a small consulting forestry firm operated primarily in Southwestern Indiana. We assist private landowners to manage the forestlands in multitude of objects including; quality hardwood timber, wildlife, ecological, recreation and aesthetic values.

The identified corridor for the preferred route, Alternative P, includes land owned by no fewer than 8 of our clients. Each of these landowners have contracted us to conduct active timber management on their properties including; timber sales, timber stand improvements, tree planting, invasive species control and management plans. These properties are not vacant land waiting to be paved over but are living, working lands providing benefits to both their owners; who have often invested years of work, money, heart and sweat to manage them; and society at large who has benefited from the ecological, wildlife, and economic and water quality values coming from these properties. To pave them over to benefit a few seems like a terrible injustice.

Response

Regarding stream impacts, please see **Standard Response 3.19-1**.

Regarding groundwater impacts, please see **Standard Response 3.20-1**.

Regarding impacts to forested land, please see **Standard Response 3.21-1**.

Regarding ecosystem impacts, please see **Standard Responses 3.25-1**.

Please see FEIS **Section 3.4.6 – Loss of Timber Income**, regarding the effects of the project on income from timber sales. Commentor provides advisory services on timber sales as one of multiple services to landowners, and does not offer or identify data on timber sales. During the relocation process, the value of standing timber is considered. Tier 2 studies will seek to avoid and minimize forest impacts.

Three alternatives performed adequately on the project's Purpose and Need. These included **Alternative O** and **Alternative M** as well as **Alternative P**. **Alternative P** has less than half the forest impacts of the other two alternatives cited.

Haas, Tyler

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.12 – Construction Impacts

3.14 – Visual Impacts

3.17 – Floodplain Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Below are a couple questions I have regarding the mid-states corridor project:

1. Has a study been conducted on what percentage of farmland each farmer will lose due to the mid-states corridor?
2. Has a study been conducted to determine how many farmers are expected to file for bankruptcy in the next 10-20 years after their land has been taken for the mid-states corridor due to long term profit losses?
3. Will the mid-states corridor have street lighting along any part of its path? If so how this additional light pollution affect bird migration?
4. During heavy snowfalls/ice storms will additional snow plows cover the mid-states corridor or will local snow plows be utilized to help clear the mid-states corridor? If local snow plows will be used what impact will that have on clearing local roads and will this cause additional accidents? If new snow plows will be procured how much will this cost taxpayers short and long term?
5. What is the estimated loss of different tree species across southern Indiana?
6. What impact will the mid-states corridor have on local flooding?
7. How will the mid-states corridor affect local water tables? Will this affect households that rely on well water? If so how many?
8. What is the new proposed cost of the mid-states corridor with updated inflation data? Route P already shows over \$1,000,000,000.
9. Has labor shortages been taken into consideration for how long the project will take to complete? If not how much longer is the project expected to take with this new data?
10. How many creeks/streams/rivers is route P expected to cross?

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11. For current roads that the mid-states corridor will intersect that will not be connected to the mid-states corridor and become dead ends, what safety impact will this have for ambulances and their response time to emergencies?
12. Has a study been conducted on how dangerous it will be for local school buses to cross a highway similar to what the mid-states corridor will be?
13. Will the loss of forests increase the likelihood of severe weather/tornadoes along the mid-states corridor?
14. For the people losing their house due to the mid-states corridor, how many are expected to move away from their local communities?
15. With the current international food shortages starting to become a problem, how much corn, wheat, soybeans, cattle, hog, chicken, & turkey production will be lost over the next 50 years for the next generation due to the mid-states corridor? Crop amounts measured in bushels and meat production measured in pounds.
16. Has a study been conducted how the mid-states corridor will increase illegal drug trafficking, human trafficking, and crime? How this will affect local communities?
17. How many gallons of diesel fuel/gasoline is expected to be used by heavy machinery during the construction of the route P mid-states corridor? Will this impact local fuel costs? This was not covered in the report.
18. How will construction affect people that currently use the US 231 highway to commute to work during construction of the mid-states corridor?
19. Has a study been conducted on how local car accidents will increase during construction of the proposed route P mid-states corridor? I.e. current roads will have construction as well as the increase in heavy machinery/large truck traffic on local roads.
20. Will a complete list (non-redacted) showing all donors to the mid-states corridor be posted for the public to view? Shouldn't this be public information since it is a public project/issue? I think the people losing their house/land should be able to know.
21. How will the loss of forests/farmland and increase in construction emissions affect local air quality? Air quality study performed does not address this.
22. How much revenue in county property taxes will be lost for every county involved? Will the loss of revenue cause an increase in property taxes for everyone else?
23. Has a local poll been taken in each community affected on what percentage of people support/do not support the construction of the mid-states corridor?
24. How will the mid-states corridor affect local wildlife migration?

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25. How will the mid-states corridor project (will be well over \$1,000,000,000) affect state/local taxes? How long is it expected to take for revenues made from the mid-states corridor to offset the construction cost?
26. Has a study been conducted on how local private land prices will increase due to the mid-states corridor taking thousands of acres? Will this increase in cost of living affect the likelihood of more people moving to the local communities?
27. What impact on local road conditions will there be due to an increase in heavy construction equipment/supply trucks using the roads to get to the mid-states corridor construction locations?

Response

To assist in responding to each comment, they have been enumerated. This enumeration was not provided in the comment as submitted.

Regarding **Comment 1**, at a Tier 1 level of analysis, impacts to specific property owners is not available. Alternative alignments will not be determined until Tier 2 studies.

Regarding **Comment 2**, information about the operating and economic circumstances of individual farmers is not available.

Regarding **Comment 3**, please refer to **Section 3.14 – Visual Impacts**. This section describes potential impacts from both temporary and permanent lighting at multiple locations. Decisions about locations of lighting will be made in Tier 2 studies and post-NEPA design. Please refer also to **Section 3.12.2.8** regarding visual impacts during construction. More detailed analyses of the impacts of lighting will be provided in Tier 2 studies. This lighting will be in scattered locations. Consideration of the effects of this scattered lighting on bird migrations falls into the category of “incomplete or unavailable information.” (40CFR 1502.21).

Regarding **Comment 4**, snow plowing is the responsibility of the government entity which owns and maintains the road. These responsibilities fall to the state, county and local units of government. Cost to the taxpayers of new snow plowing equipment falls into the category of “incomplete or unavailable information.” (40CFR 1502.21).

Regarding **Comment 5**, at a Tier 1 level of analysis, impacts to specific forest units is not available. Alternative alignments will not be determined until Tier 2 studies.

Regarding **Comment 6**, please refer to **Standard Response 3.17-1**.

Regarding **Comment 7**, at a Tier 1 level of analysis, impacts to specific households is not available. Alternative alignments will not be determined until Tier 2 studies.

Regarding **Comment 8**, the potential for increased construction costs is considered in this FEIS. Please refer to **Appendix E – Working Alignment Typical Sections and Cost Estimates**.

Regarding **Comment 9**, the schedule for Tier 2 environmental studies, post-NEPA design and construction has not been determined. The availability of labor for these required studies and construction activity cannot be determined at this time.

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Regarding **Comment 10**, please refer to **Standard Response 3.19-1**. FEIS **Table 3.19-1** provides the linear feet of stream impacts by each alternative. **Appendix L – Stream Impact Appendix** provides in **Table 1** the acreage of stream impacts for each alternative. The maps on pages 10 through 36 of **Appendix L** depict each stream crossed by each alternative and its associated local improvements.

Regarding **Comment 11**, please refer to **Standard Response 3.7-1**.

Regarding **Comment 12**, please refer to **Standard Response 3.3-2**.

Regarding **Comment 13**, the effects of the project on climate change are evaluated in **Appendix RR – Greenhouse Gas Emissions**. Such as assessment is not able to identify locations where specific weather events may occur.

Regarding **Comment 14**, please refer to **Standard Response 3.5-1**. Regarding forecasts of where those are displaced will choose to relocate falls into the category of “incomplete or unavailable information.” (40CFR 1502.21).

Regarding **Comment 15**, please refer to **Section 3.24 – Agricultural Impacts**, in particular **Table 3.24-2**. It addresses the losses of cropland and hay production due to the project. Every effort has been made to avoid impacts to significant agricultural animal production facilities.

Regarding **Comment 16**, please refer to **Standard Response 3.3-1**.

Regarding **Comment 17**, the timing and duration of construction activities, and the corresponding effects, if any, on fuel prices in the overall economy is unknown.

Regarding **Comment 18**, **Comment 19** and **Comment 27**, please refer to FEIS **Section 3.12.2.6 – Traffic**. In post-NEPA design and construction, Traffic Management Plans (TMPs) will be implemented consistent with the level of construction activity. These TMPs will consider the public’s travel patterns, commuter flows, routes for construction vehicles and safety.

Regarding **Comment 20**, please refer to **Standard Response ES-1**.

Regarding **Comment 21**, please refer to **Standard Response 3.9-1** regarding the air quality effects of impacts to forest and agricultural land. Please refer to FEIS **Section 3.12.2.2 – Air Pollution** regarding emissions effects of construction activities.

Regarding **Comment 22**, please refer to **Standard Response 3.4.3**, which describes the potential for increased property values due to the project. Please also refer to **Standard Response 3.4.4**, which discusses forecasted impacts to local property tax revenues. This response also describes anticipated increases in regional economic activity, which would result in increased local tax revenues.

Regarding **Comment 23**, the Mid-States Project has an extensive public involvement process. See FEIS **Chapter 7 – Comments, Coordination and Public Involvement**. For further techniques regarding assessment of public sentiments, please refer to **Standard Response 7.1**.

Regarding **Comment 24**, please refer to **Standard Response 3.25-1**.

Regarding **Comment 25**, please refer to **Standard Response 3.4-4**, which discusses the effects of the project on local tax revenues. With a range of facility types being carried forward into Tier 2 studies, it is not possible to identify the exact cost of the project at this time. Regarding the economic benefits of the Mid-States project to Southern Indiana, please refer to FEIS **Section 2.6.1.2.3** and **Appendix B – Economic Development Performance Measures Analysis**.

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Regarding **Comment 26**, please refer to **Standard Response 3.4.3**. It is not possible to forecast how the project would influence future private land prices and household migration patterns.

Spurgeon, Eric

7 – Comments, Coordination and Public Involvement

Comment

Will there be a way to watch the public meeting in Odon on 4/26 online? I would prefer to watch it live, but will it be recorded and posted? I am out of state.

Response

The public hearings were not recorded. However, all presentation materials from the public hearings are available on the project web site at <https://midstatescorridor.com/deis/>. Materials include:

- 8 minute video recording presented at the hearings
- Presentation provided at meeting
- Large aerial maps
- Corridor map of all alternatives
- Display boards of project findings
- Meeting handout

Seifers, Brantley

3.24 – Agricultural Impacts

Comment

I hope you are doing well. Now that there is a selected preferred route for the Mid States Corridor, INFB is reviewing the DEIS and speaking with Members in the impacted counties. I did want to reach out with one question we have. Are you aware of any poultry or livestock operations that would be impacted by Route P?

Response

Alternative P does have one potential impact to a large poultry barn. Every attempt has been made to avoid impacts to major poultry and livestock operations. There may be additional impacts to smaller agricultural structures which are used for livestock or poultry. Any such structures would be identified in Tier 2 studies, and efforts will continue to minimize impacts.

Mr. Seifers followed up this comment with a conversation with project staff.

Maloney, Tim (Hoosier Environmental Council)

7-Comments, Coordination and Public Involvement

Comment

Dear Commissioner Smith and Project Manager Wheeler,

The undersigned organizations and individuals request a 60-day extension of the public comment period for the Draft Environmental Impact Statement for the Mid-States corridor project. The listed organizations represent thousands of Hoosiers from throughout Indiana as well as the immediate project region. The individuals come from all walks of life, and include farmers, rural homeowners, city and town residents, professionals, students, and small business owners.

In support of our request, we provide the following reasons:

1. NEPA regulations at 40 CFR 1506.11(d) provide that “..agencies shall allow at least 45 days for comments on draft statements”. “At least” means that 45 days is the minimum time period, and that longer periods are allowed. Comment periods for draft EIS’ may be and are commonly extended for projects of high public interest such as the Mid-States Corridor.
2. In one form or another, earlier versions of this project have been considered and studied for 10 years or longer. The DEIS has been under development for at least three years, with the release delayed several times for various reasons, including the limitations on meaningful public participation resulting from the COVID pandemic. Thus, an additional 60 days for the comment period will not be significant in the overall project timeline.
3. The DEIS was released on April 15, 2022, which was Good Friday, followed by Easter Sunday, so access to library copies of the DEIS was greatly limited the first three days of the public comment period.

Based on the above, we urge you to extend the public comment period for 60 days, to July 31, 2022. We appreciate your consideration and look forward to your response.

Email also signed by 8 other organizations and 15 individuals.

Response

On May 10, 2022, the requestor was notified that DEIS comment period was extended through June 14, 2022. At the same time, the extension of the comment period publicized on the project web site, via media advisories and social media. The period of time between June 1 and June 14, 2022 represented the extended comment period. Of the 1,075 comments received on the DEIS, 520 were received during the extended comment period.

Arvin, Jim & Helen

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Let me start by saying that my family and I are opposed to the proposed Mid-States Corridor for several reasons as will be outlined below.

Let's consider the fact that I-69 already provides an easily accessible multi-lane thoroughfare for truck traffic. This interstate highway was designed and located to meet ALL the needs for southern Indiana. The distance from Jasper to I-69 about 20 miles, so another parallel multi-lane highway is redundant.

The current traffic volume on US 231 is about 6,000 vehicles/day. This is less traffic than US 231 had in the 1960's and 1970's. The minimum daily volume required for a 4 lane highway is 20,000 vehicles/day. Obviously the traffic volume does not warrant 2 parallel multi-lane highways serving this geographical area.

Safety concerns have not been adequately addressed, especially for school buses and commuters. As there will be no over/under passes school buses and commuters will have to cross a multi-lane highway, without stop lights, several times each day. This is a real safety issue.

The economic impact on the small towns along the proposed route will be extremely negative. These small towns will be by-passed and will suffer even greater economic loss than that already created by I-69. Traffic will not stop in Haysville or Loogootee as they do today. In addition to the local businesses the negative impact on the local farms will be even greater and will last forever. Once the farmlands have been paved over they will never come back.

In the 1960's there was another proposed multi-lane highway project, the expansion of US 50 from Washington, IN to Bedford, IN. It was "for the greater good" and land and homes were condemned and taken from the owners. Yes, the owners were compensated but not adequately. Thankfully, this project never came to fruition. Today, 60 years later, where once stood a beautiful limestone home on the edge of Loogootee there is nothing but an abandoned house. By the time the project died the original owner was gone. What a waste of a house and a home.

In summation, the proposed Route P, and all other routes, of the Mid-States Corridor is an unneeded roadway. The entire project, outside of Dubois County, is nothing but a private highway for a few wealthy and greedy Jasper businessmen. It is unneeded and unwanted and will be another underutilized multi-lane boondoggle.

Save our homes and farms, kill this project.

Response

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I-69 addressed many major transportation needs within Southwest Indiana. However, other needs remain. Please refer to **Standard Response 2.6** for a description of the major transportation and accessibility benefits offered by **Alternative P**.

No determination has been made regarding the facility type for **Alternative P**. Regarding determination of a facility type, please refer to **Standard Response 2.8**. Tier 2 studies will determine whether **Alternative P** will be a two-lane facility, a four-lane facility, or a combination of both types.

The number of lanes in a facility in rural areas is not necessarily determined by a volume-based formula. Needed new system linkages in rural areas generally are determined by accessibility needs, not congestion relief. For more information, please refer to **Standard Response 2.1**.

Regarding schools bus operations in the project area, please refer to **Standard Response 3.3.2**. Regarding how local traffic impacts and local access issues will be considered in Tier 2 studies, please refer to **Standard Response 3.7.1**.

Regarding the effects of traffic pattern changes on local economies, please refer to **Standard Response 3.4.1**. Access and traffic patterns at Loogootee will be determined in Tier 2 studies. Please refer to **Standard Response 3.4.2** for more detailed information.

We are unable to comment on circumstances about a potential highway project considered in the 1960's. As described, this circumstance predates the *Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)*.

Durcholz, Marisa

7 – Comments, Coordination and Public Involvement

Comment

Good evening David, It's unfortunate the project office is not willing to supply a photo when no news stations attended. Can you provide the number of people that signed into the sign in sheets please?

Response

Email response was sent to Ms. Durcholz on April 28, 2022. It stated that 375 members of the public entered their names on sign-in sheets. This reply also noted that the number of attendees seemed greater than the number who formally signed in.

Wintergerst, David

3.5 – Relocation Impacts

Comment

Please forgive me in advance for my presumption that I might contact you for information and to air my grief regarding the news of the presumed preferred route for the Midstates corridor. I was given this contact info from a neighbor who is also potentially affected by the construction of this superhighway.

I am David Wintergerst. My address is 14498 N 1250 E, Odon, IN 47562.

My son, Joshua, was deeded a parcel and it connects to the original property. His address is 14496 N 1250 E, Odon. We both built log homes at the above addresses, his just recently.



I bought the unimproved land in 1995 and my family lived in a mobile home while we cleared the property. We moved into our log home in May of 1999.

I have nine children, Twenty-six grandchildren. This is not only our forever home, it is my children's' and grandchildren's' forever home, or so we planned.

This year alone we have two outside weddings planned. Our house is where we all fit for the holidays. We have a lake we put in. We cleared the property that was so dense with underbrush that one couldn't park a vehicle initially in 1995 and open the door because it was so overgrown. We cleared every inch by hand, my wife, my children and me.

My wife's mother now lives with us, suffering from dementia and as of this week, a fractured hip. My wife was in a horrific auto accident on her way home from working all night in an Alzheimer's Unit in 2019, hit by a drunken driver (who died in the accident) five minutes from home. The head on collision was the equivalent of hitting a tree at one hundred miles per hour (her speed was 30, his 70) She still suffers such pain and though initially doctors feared she might lose her left leg, she gets around our house with the use of a walker or wheelchair after three surgeries and now can manage to negotiate the stairs, a miracle of sorts. We've added an additional wheelchair ramp since the above picture was taken.

Mid-States Tier 1 DEIS Comment

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I am devastated by the news I received concerning this superhighway. I don't wish this off on anyone else either; I'm sure most folks feel as we do concerning what is so much more than a mere house or woods, This is where I planned to live out my days, a retreat for my children and grandchildren and had always dreamed that it would stay in our family's possession for all times. News of its destruction is beyond description.

I put my trust in The Lord and pray His Will be done though I wake up nauseated that such a beautiful creation may be left only in our memories.

Just wanted to add this photo of my son, Josh's home adjacent to ours which is also affected by the superhighway:



Thank you in advance for your consideration.

Response

The final alignment for the Mid-States Corridor will not be determined until Tier 2 studies. For details, please refer to **Standard Response 2.14**. As it describes, only a portion of the identified corridor will be impacted by the highway. The determination of the exact footprint will not occur until Tier 2 studies. During Tier 2 studies, property owners will be contacted to discuss specific circumstances such as those described in this comment.

Subsequent to receiving your comment, project staff conferred with you about your particular circumstances. The discussion reviewed opportunities to avoid direct impacts to structures on your property. As noted above, a final alignment will not be identified until Tier 2 studies. At that time, project staff will contact individual property owners to address specific features of each property potentially impacted.

Durcholz, Marisa

0 – Summary

2 - Alternatives

3.5 – Relocation Impacts

Comment

Also if you could please provide information on the process that would be followed should homeowners be impacted.

How will they be notified their home is in the ROW and what is the timeframe and process after notification? What legal procedures or laws are followed?

How does the RDA come into play with the acquisition of property? The Indiana statute for RDA gives them this authority, so they will be involved somehow. Is the federal Highway administration also involved in the acquisition of property? If so, where is the statute that links the Federal Highway Admin with a local RDA?

Response

Regarding the process to be followed to acquire property for use in transportation projects, please refer to **Standard Response 3.5-1**. This response also addresses the applicable law and INDOT relocation procedures.

Property to be acquired will be identified during Tier 2 studies and in post-NEPA design. Please refer to **Standard Response 2.14** for details.

The Regional Development Authority (RDA) will not have a role in identifying property to be acquired, or purchasing property. INDOT will have sole responsibility to identifying and purchasing property needed for the project right-of-way. Please refer to **Standard Response ES-1** for more information about the role of the RDA. The Federal Highway Administration (FHWA) acts in an oversight capacity to ensure that applicable federal law is followed for all property acquisition using federal funds. However, FHWA has no direct role in identifying and purchasing property. FHWA is the lead federal agency and is responsible for ensuring the NEPA process is followed and is responsible for issuing the final decision document, the Record of Decision.

Wathen, Vickie

2 - Alternative

3.5 – Relocations

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

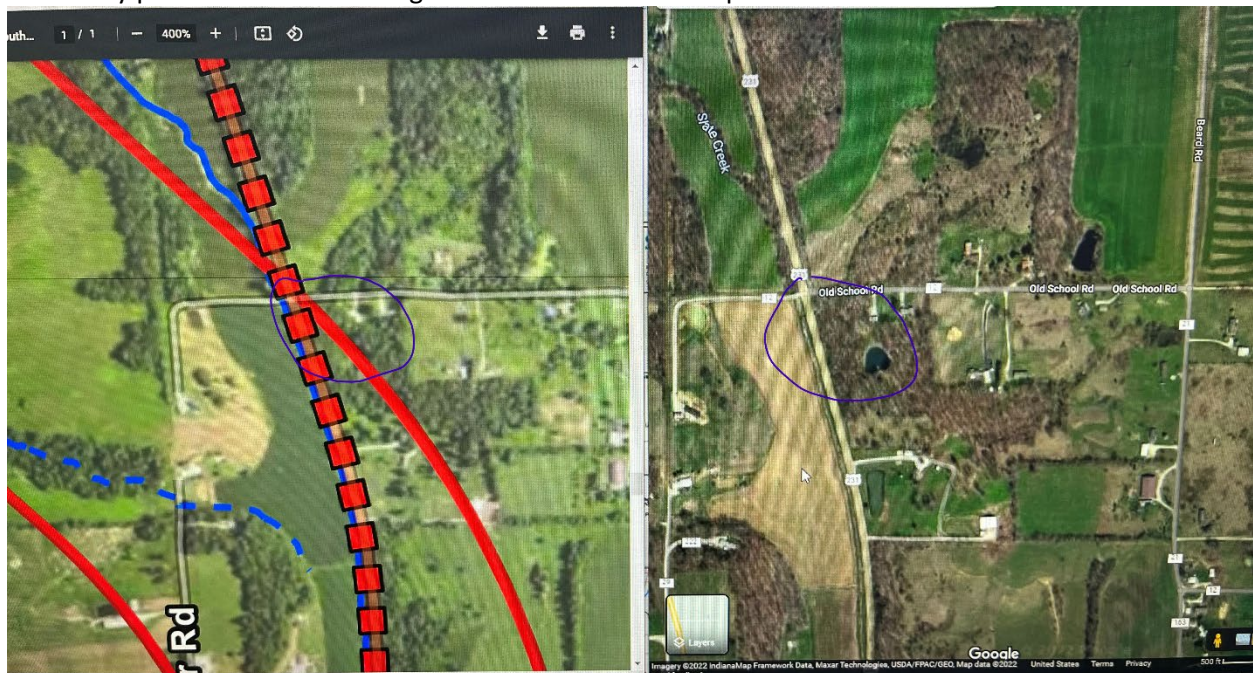
Comment

The selected alternative route P shows impact to my home and property (11 acres) that I have owned and maintained since 1987. My concerns are the same as the other Martin County residents whose homes are impacted by this selected route. Although, I do agree that US 231 needs improvements with passing lanes, but I do not agree that it should take my pond and buildings.

I have worked with the Martin County Commissioners since 1999 (last 23 years all documented within the commissioner's meetings) with continuous erosion, flooding, swelling enlarged ditch lines, replacement culverts, sediment debris removal, road driveway damage, gravel loss, etc. etc. etc.

And today I continue to have flooding from Wittmer's field and farmland that does not appear to be impacted by this route selection. I have put significant investment and funding into keeping my property intact from erosion with the continued flooding problem and feel that it should have been taken care with my state and county tax dollars instead. I do not want to see US 231 improvements make erosion and flooding worse as I have seen in some areas of I-69 and other road improvements as they progressed over the years.

I would like to see the US 231 improvements focus on the deep ditch line on both sides of US 231 that are parallel with my property as well as Wittmer's hillside (north of my property) as it is the root cause of this flooding and erosion issue at the intersection of HWY 231 and Old School Road in Rutherford Township of Martin County for the last 20+ years. I feel this needs to be addressed as part of route P before my pond and other buildings are lost in future tier impact assessments.



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Thank you for your time and attention.

Response

Regarding the general issue of relocation impacts, please refer to **Standard Response 3.5-1**.

Regarding the exact determination of the final highway location, please refer to **Standard Response 2.14**. As it describes, only a portion of the identified corridor will be impacted by the highway. The determination of the exact footprint will not occur until Tier 2 studies. During Tier 2 studies, property owners will be contacted to discuss specific circumstances such as those described in this comment.

Regarding floodplain impacts, please refer to **Standard Response 3.17.1**.

Regarding pond and wetland impacts, please refer to **Standard Response 3.18.1**.

Regarding stream and ditch impacts, please refer to **Standard Response 3.19.1**.

Haas, Kyle

3.4 – Economic Impacts

3.6 – Cumulative Impacts

3.24 – Agricultural Impacts

Comment

Have there been any studies done on how many people intend to leave the area and how many people who intended to come back to Dubois County and no longer will. Is there an idea of how much economic revenue that will be lost due to that? My wife and I grew up in Dubois County near Jasper. If this road is built or if it appears the road will be built in the coming years, our intention of moving back to Jasper will be no longer; we will have no choice but to move elsewhere.

Also, have there been any studies on the loss of future farm revenue? Not only in terms of the land that will be lost, but by how many future generations of farmers that will be discouraged by the loss of their family's farm land and may result in them deciding on another career path? Agriculture is not at the top of most young adults and high schoolers list of careers, and it will definitely be pushed down further on their list of options if they see their family's farm destroyed.

In closing, I would just like to say that while the idea behind the road might sound great on paper, and I get it, you have to adapt with the times, but Dubois County is special in that people love the current environment. People move to Dubois County to get away from over-development. People move to Dubois County to know their neighbors, to open their own small business, to own farm land and be their own boss. People don't move to Dubois County because they want to be surrounded by roads and high traffic volumes. I ask that you people consider the will of the people and not just the dollar signs. Consider fixing current development.

Thank you for your time and consideration.

Response

The project uses the TREDIS economic forecasting tool to estimate changes in the regional economy in the 12-county Study Area. See FEIS **Appendix B – Economic Development Performance Measures and Methods**. It forecasts significant increases in economic activity, including added jobs, residents, personal income and regional gross domestic product (GDP) for **Alternative P**. See **Table 1** in **Appendix B**. **Appendix Q – Indirect and Cumulative Impacts Analysis** provides details of forecasted increases in jobs and residents. There are forecasts of net increases in population and employment due to the project.

Regarding losses of agriculture income, please refer to **Standard Response 3.24-2**.

Portions of the comment fall into the category of "incomplete or unavailable information" (40CFR 1502.21) which are not appropriate for NEPA analysis. These include identifying specific numbers of people leaving or moving into a given geographic area and decisions individuals may make about career choices. As noted above, the FEIS provides forecasts of net increases in population, jobs and income.

Regarding preferences for living in relatively inaccessible areas, please refer to **Standard Response 1.3**.

Krampe, Sue

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I attended the Mid States Corridor hearing on April 28 at the Jasper Arts Center. I was struck by the irony in the public comments made by the corridor's proponents. Rockport Councilman Darrell Wilson spoke first supporting the MidStates Corridor in order to bring desperately-needed business to Rockport. The 4-lane US 231 through Spencer County from the Ohio River to I-64 opened to traffic in 2011. Rockport is dying BECAUSE the new US 231 bypassed them, as well as Chrisney and Dale. Changing US 231 from I-64 north through Dubois County will do nothing to help Rockport. The 4-lane US 231 caused Rockport's demise, and will probably cause the demise of Huntingburg, Jasper and Ferdinand.

Ferman Yearby, another public official from Spencer County, spoke next that the highway was a dream that William J. Koch, founder of Holiday World, started working towards over 40 years ago. I found that ironic because Holiday World doesn't even direct their customers to use the 4-lane US 231 from I-64 south to Santa Claus. Each summer, Holiday World places electronic signs along both eastbound and westbound I-64 instructing Holiday World traffic to use I-64 Exit 63, the Ferdinand exit which connects to State Road 162, and not the 4-lane US 231 that Mr. Koch worked so hard for. Ironic.

Jasper Mayor Dean Vonderheide spoke in favor of the corridor, citing the many accidents along Hwy 231 within the Jasper city limits. Those accidents are almost exclusively fender-benders, while the many accidents along the 4-lane US 231 in Spencer County involve fatalities. (Google "fatalities along US 231 Spencer County".) I would much rather be involved in a fender-bender than a fatality, wouldn't you?

Doug Bawel, CEO of Jasper Engines, asserted that his company will not benefit from the new corridor, their trucks use SR 162 and I-64 to then ship out of their Crawford County facility. He said he supported the new corridor because of safety. The irony there is that the new corridor will cross heavily-traveled State Roads 64, 162, 164, 56 and the Schnellville Road. Other county roads will be cut off, forcing even more drivers onto those state roads. With no overpasses and no stop lights at intersections, and with traffic traveling 60-70 mph (regardless of posted speed limits) it will be very dangerous for at-grade intersections and any planned insane J-turns. Traffic congestion? Just wait till this project puts ALL the heavily-traveled roads in Dubois County together at dangerous intersections, especially during commutes to and from work, causing backups, delays and fatalities. That includes delays for Jasper Engine trucks and vehicles using SR 162 to get to I-64. Ironic.

Ed Cole of Dubois Strong spoke of the "projected" economic development to be brought by the new corridor. In eleven years along the 4-lane US 231 in Spencer County, the only development was a Dollar General Store at the ridiculous J-turn intersection at SR 70. Hardly the projected millions in economic impact. Ironic.

And a heartbreaking irony -- Gary Hochgesang spoke against the corridor because it will destroy the farm that has been in his family for generations. The State of Indiana recognized the Hochgesang family

Mid-States Tier 1 DEIS Comment

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farm's 112 years with a Hoosier Homestead Award on April 1st, just a few weeks before the corridor public hearing on April 28th. INDOT now wants to obliterate that family farm. Ironic.

Take a drive along the 4-lane US 231 from I-64 south to the Ohio River. See the lack of development, see the many county roads that now dead-end. Talk to folks who only had to drive a half-mile on back roads to visit family or to get to their farmland and now have to drive miles out of their way because the local road was cut off. See the narrow, now-useless strips of land between the 4-lane US 231 and the original US 231 that parallels it. Drive into Rockport and see the boarded-up businesses and buildings. See what the MidStates Corridor will bring to Dubois County. No vague studies are needed, the proven 11-year history of an upgraded US 231 is right there. See it.

Learn from the 11-year history of the existing 4-lane US 231. It will NOT be an economic boon, it will NOT be safer. It will cause endless frustration for Dubois Countians every day, for what? To save someone, somewhere, 2 to 5 minutes to get to Indy? STOP the Mid States Corridor!

As an additional note: my husband's family lost considerable portions of their farm for the State Road 162 improvements south of Ferdinand in the 1960s-1970s, and then they lost additional considerable portions of their farm for Interstate 64 in the early 1970s. The eastbound on-ramp to I-64 at State Road 162 runs right through the very spot where their home was located. Their farm never recovered from the devastating losses. No amount of "fair market appraisal" and "fair compensation and assistance" from INDOT can ever replace the farm that had been in the family for generations. In fact, "Fair compensation" was non-existent.

STOP the Mid States Corridor!

Response

Regarding the economic development potential of the Mid-States project, please refer to **Standard Response 2.11**. This response describes how I-64 and upgraded US 231 have supported development in Spencer County.

Regarding the safety benefits of an upgraded highway, please refer to **Standard Response 2.4**. It shows that US 231 in Spencer County is a safe facility, with less than one-half the crash rate of comparable rural highways throughout Indiana.

Regarding local traffic and access changes associated with the Mid-States Corridor, please refer to **Standard Response 3.7-1**. These circumstances will be addressed in detail in Tier 2 studies.

Regarding impacts to agricultural land, please see **Standard Response 3.24.1**. Regarding relocations involving property which has been owned for some time, please see **Standard Response 3.5.3**.

Regarding economic impacts to communities near to the Mid-States Corridor, please refer to **Standard Response 3.4.1**.

Regarding relocation impacts dating back to the 1960's, please refer to **Standard Response 3.5.1**.

We are unable to comment on the marketing policies of Holiday World.

Durcholz, Marisa

7 – Comments, Coordination and Public Involvement

Comment

If the public meetings are from 5:30-7:30 and the presentation is at 6, this means the public will have roughly an hour to speak or even less.

Do you think this is a reasonable amount of time for the public comments when this is going to have a huge impact on our community?

Everyone that signs up should be offered the opportunity to say their two minutes. Will the meeting end at 7:30pm even if not everyone that signed up has had a chance to speak?

This project supposedly allows for public input but an hour of comment time is not enough for this type of project that will displace so many. I hope we are allowed to stay as long as it takes for everyone that wants to give comments.

Please respond to this email before Tuesday 4/26 at 3pm and tell me if the meetings will be promptly shut down at 7:30pm.

Response

Ms. Durcholz was contacted by project staff via email on April 22, 2022, and informed that the meetings would be extended if needed to accommodate all desiring to present oral comments.

At both the April 26, 2022 public hearing in Odon and the April 28, 2022 public hearing in Jasper, all who wished to offer public comments were able to speak within the time allotted.

During the public comment period, over 1,000 unique comments were received through a variety of channels. In addition to oral comments at the public hearings, these channels included:

- Written comment forms submitted at the public hearings
- Written comment forms submitted at the project office
- Emails to the DEIS comment portal on the project web site
- Emails to the general Mid-States Corridor web site email portal
- Letters and emails submitted to project staff
- Letters and emails submitted to INDOT staff
- Letters and emails submitted to FHWA staff
- Letters and emails submitted to public officials

Comment submitted via all channels are documented in this FEIS. All comments receive equal consideration, regardless of how they were submitted.

Rasche, Dorothy

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I am writing to express my opposition to the Mid-States Corridor and to express my support for the farmers and others who may lose their farms and homes if this new road is built.

In the early 1950's my grandpa's best farmland was taken to construct Beaver Lake and, as my mother said, "He never got over it." To get to the fields behind the lake today, his descendants must make a seven- to eight-mile journey with their tractors and farm machinery and then travel that distance to get home again. As a farmer's daughter, I have always had a great respect for farmers and for the land. I do "get" that those who do not have close ties to farmers cannot understand how intimately they are attached to their land, both on a personal level and, for most, on a historical level, too. Their immigrant ancestors farmed that same land when they first arrived here from the "old country" and all succeeding generations of their families have done the same. It was certainly documented during the "Farm Crisis" in the 1980's that some of those who lost their farms suffered from depression and other forms of mental illness, including suicide, as a result. When you take a farm, you are taking much more than the farmer's land and his livelihood.

In Sue Krampe's letter in the May 10 edition of The Herald, some of the points she made hit home. Yes, I've seen the demise of Rockport, the dead-end county roads in Spencer County and the dangerous intersections and subsequent "J-turns" at those intersections. I do not want to see any of that happen here in Dubois County.

I live on a well-traveled county road east of the proposed route, and, until I read her letter, I had imagined an overpass or an underpass where my county road intersects with the Mid-States Corridor and thought that my travel would be unaffected (after the construction itself, that is). Now I'm imagining a dangerous intersection, a "J-turn" or a dead-end county road which would mean that I will need to drive who-knows-how-far around every time I go to Jasper; each of these possibilities is inferior to what I now have. Another reality is that slower moving farm machinery would also travel via the new road and/or cross the new road through the dangerous intersections that may be created.

In one of the handouts given out before the meeting in Jasper, it was written that a smaller percentage of Indianapolis residents attended Holiday World in 2019 than residents of other larger cities. I don't know about the validity of some of the other points that were made in the handout, but, surely, one reason for the smaller percentage of Indianapolis residents attending Holiday World is the ongoing construction on Interstate 69/Highway 37! When that construction is completed, I will consider traveling to Indianapolis and locations north more often than I do now, and I can only guess that some Indianapolis residents might more readily travel south again, too. Interstate 69/Highway 37 will serve us well when it is completed. We do not need another north/south highway.

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I respectfully ask you to save the family farms and homes and not to build the Mid-States Corridor.

Thank you.

Response

Regarding relocation impacts, including impacts to property which has been owned for a lengthy period, please see **Standard Response 3.5.1** and **Standard Response 3.5.3**. Note the description of the protections of the 1970 Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Regarding the safety benefits of the Mid-States Corridor and the safety benefits of US 231 in Spencer County, please refer to **Standard Response 2.4**.

Regarding the ability of improved access to support development, please refer to **Standard Response 2.11**.

Access decisions will be made in Tier 2 studies, and are not being made in this Tier I FEIS and ROD. Please refer to **Standard Response 3.7.1**.

Regarding impacts to farmland and consideration to agricultural operations during Tier 2 studies, please refer to **Standard Response 3.24.1** and **Standard Response 3.24.2**.

The handout referenced was not provided by INDOT or the Project Team. We are unable to comment on its contents.

Eichmiller, Terri

0 – Summary

2 – Alternatives

3.5 – Relocation Impacts

Comment

Address is 6142 N Old Road 45 Jasper Indiana 47546 Was sale pending but there finance fail through now starting over and having a hard time selling because of the Midwest not knowing if they're going to take it or to close to the new road!!!

Response

The final alignment for **Alternative P** will not be determined until Tier 2 studies. For further information, please see **Standard Response ES.2**. Specific properties which will be acquired will not be known until Tier 2 studies and subsequent design.

In follow up to this comment, project staff has spoken with the commenter and her family on multiple occasions.

Durcholz, Marisa

7 – Comments, Coordination and Public Involvement

Comment

I'm following up on our phone conversation a little while ago. You confirmed there were not any news stations present last night in Odon 4/26/22 for the Mid-States Corridor public meeting. Due to the fact there were no news outlets and no news stories published today about the public turnout to that meeting, I'm requesting in writing a photo from your project office that captures the full room. I would appreciate it if you could have this to me by early afternoon if possible. If news outlets weren't there to get an important story like this, I guess concerned citizens need to tell the story themselves. As you mentioned on the phone, time is of the essence since the next meeting is tomorrow 4/28/22.

That is an area of concern that I have. The public was given approximately two weeks' notice of these public comment meetings. Both meetings scheduled during the same week only two days apart. This does not provide the public a lot of time to schedule the meetings on their calendars and make arrangements for kids or activities. Two weeks since publishing the EIS doesn't give the public much time to review, research, and prepare critical thoughts on this issue.

Response

As the comment notes, the public hearings on April 26 and April 28, 2022 were held near the beginning of the public comment period on the DEIS. An important function of these hearings was to provide information early in the comment period to facilitate submitting comments on the DEIS. The extent of public interest and awareness is illustrated by the receipt of over 1,000 unique comments on the DEIS.

The original public comment period extended to May 31, 2022. This satisfied INDOT and FWHA comment period requirements. In response to requests stemming from significant public interest, the comment period was extended two weeks, to June 14, 2022.

Documentation regarding the public hearings is available at the project web site, <https://midstatescorridor.com/>.

For a description of the extent of the public input process for the Mid-States project, please refer to **Standard Response 7.2**.

Messmer, Mark (Indiana Senator)

2 – Alternatives

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

7 – Comments, Coordination and Public Involvement

Comment

I attended a town hall meeting set up by some citizens of Martin County at the 4h fairgrounds on May 25th with Senator Bassler and Rep Lindauer. Questions that came up:

1) can the existing US231 be improved with additional lanes and shoulders needed rather than have an all new terrain highway.

2) could the new construction be limited to 2 lanes with the existing 2 lanes being dedicated as either the north or south lanes with a shoulder added.

3) 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.)

4) 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.

5) they would prefer the traffic continue through Loogootee with traffic circles installed to streamline traffic.

Response

In response to multiple comments, an upgrade of US 231 was evaluated in the FEIS as **Alternative R**. For the results of this evaluation, please refer to **Standard Response 2.3**. This evaluation was limited to an upgrade of the existing two-lane US 231. Combining such an upgrade with an additional two-lane facility was not considered due to the anticipated high level of relocation and other impacts.

In response to multiple comments, **Refined Preferred Alternative P (RPA P)** is shown with multiple alignment variations at Loogootee. These variations were released for public comment prior to the release of this FEIS. A single alignment will be selected in Tier 2 studies. For further details, please refer to **Standard Response 3.4.2**. One of these variations will be an alignment through Loogootee.

Access treatments at the new highway will be determined in Tier 2 studies. For further details, please refer to **Standard Response 3.7.1**. Please refer to **Standard Response 3.8.1** regarding outreach efforts to the Amish community to identify its travel needs. This outreach will continue into Tier 2 studies.

Seddon, Matthew

2 – Alternatives

3.13 – Cultural Resource Impacts

3.23 – Karst Impacts

Comment

I write as the Chair of the Bloomington Indiana Grotto (BIG) Conservation Committee. This letter provides comment from the BIG on the Draft Tier I EIS for the Mid-States Corridor Project. The BIG is a group of cave explorers, scientists, documentarians, cartographers, conservationists, educators, and recreationalists affiliated with more than 7,200 researchers, resource specialists, and avocational cavers in the broader National Speleological Society community. Our members have contributed countless volunteer hours documenting complex hydrology and geology as well as endemic, endangered, and threatened species that inhabit these cave and karst features. This work plays a major role in informing environmental impact studies throughout Indiana and has been amassed in the service of protecting and advocating for these delicate resources we value and cherish.

We share a mission of exploring, studying, and protecting caves and associated natural and cultural resources all over the world. The BIG and other local chapters of the National Speleological Society (otherwise known as Grottos) share this dedication to the underground across southern Indiana. Our members have extensive scientific knowledge of the cave resources of the proposed alternatives analyzed for the Tier 1 Mid-States Corridor EIS. We thank you and the involved Federal and State Agencies for this opportunity to comment, and we wish to provide our knowledge and skills as interested parties, stakeholders, and consulting parties to the project.

We wish to thank the proponent(s) of the project for dropping Routes O and M from the preferred alternative, as they pass through the Crawford Uplands and the Mitchell Plateau – areas that contain a dense number of caves and karst resources. This region is a delicate and sensitive karst environment, would require significant analysis in order to account for and evaluate these resources and potential impacts to them from the project, and we continue to strongly suggest that these routes not be considered in future analyses.

If they are, we request Consulting Party status under Section 106 of the National Historic Preservation Act and we request that we be identified as stakeholders in the project who must be consulted under the National Environmental Policy Act and associated regulations (NEPA). We also remain happy to provide consultation in the future regarding karst resources.

Thank you for considering our comments. If you have any further questions, please feel free to contact me at matthewthomasseddon@gmail.com or via phone at 801-230-3649.

Response

The Bloomington Indiana Grotto (BIG) has been added as a consulting party for the Mid-States Corridor Section 106 process, as provided by the National Historic Preservation Act. BIG also has been added to the Regional Issues Involvement Team (RIIT), a group of stakeholders who are consulted at key project milestones.

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As the comment points out, one factor in not selecting either **Alternative M** or **Alternative O** was their impacts to a number of karst resources. Preferred **Alternative P** does not impact any known karst features.

Fox, Brian

1 – Purpose and Need

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Executive Summary

Of the five final route Alternatives identified in the Mid-States Corridor Project’s DEIS, an outside review and analysis reveals that Alternative C may be the more correct choice when compared to Alternative P, the current Preferred Selected Alternative.

The main factor in favor of Alternative C is that it provides both strong north-south connectivity as well as significant south-southeast connectivity in Southwest Indiana. Alternative P, on the other hand, does little to improve south-southeast connectivity.

Alternative C, importantly, also establishes a direct, modern facility between the cities of Jasper and Washington. Also, in combination with U.S. 50, Alternative C, links Washington, as well as Vincennes, not only to Jasper and Huntingburg, but also to points further south, southeast, and east, including Interstate 64, Rockport, Louisville, and Owensboro, KY.

Alternative C, from points south, provides excellent access via Interstate 69 to the job centers at NSA Crane and Westgate, as well as to the major intermodal centers of Central Indiana, and vice versa.

Together, the dual north-south and south-southeast connectivity established by Alternative C significantly outperforms the chiefly north-south connectivity of Alternative P. Alternative C also is substantially less expensive to build than the other options, aside from Alternative B. Fewer relocations, too, will be necessary with Alternative C. And less acreage will be needed for Right-of-Way, including the taking of fewer prime farmland acres.

Alternative C — The Proposed Route

As already well documented, Alternative C begins at Interstate 64 near the city of Dale and is routed east around the cities of Huntingburg and Jasper, forming bypasses. It intersects US 231 north of Jasper, then swings slightly west around the town of Haysville where it continues on a northward path toward the White River, which it then crosses.

This same route is shared with Alternative P. It is only after the White River has been crossed that Alternative P and Alternative C diverge. Alternative P continues in a northward direction and bypasses the city of Loogootee to the west, then roughly parallels US 231 up to the Interstate 69/US 231 interchange. Alternative C, on the other hand, veers off northwest toward Washington from a point just north of the US 231 White River bridge.

Possible Alternative C Route Modification

Alternative C, as currently envisioned, ends at an intersection with US 50 in Daviess County, just east of Washington.

However, with a modest route modification, Alternative C could become much more efficient and safer. This is accomplished by simply extending the alignment a short distance north of US 50 — one or two miles — to intersect with Interstate 69 at a partial interchange.

Concomitantly, instead of a controlled intersection at US 50, Alternative C could be carried over 50 via an overpass, with a new, full interchange constructed. This interchange and overpass would add another element of efficiency and safety to the Alternative C alignment.

Alternative C and the Area Involved — Two Counties

1 – Purpose and Need

The area where the new terrain alignment of Alternative C would be located principally involves two counties in Southwest Indiana — Dubois and Daviess. The alignment would also touch on a sliver of Martin County.

In the 2020 U.S. Census, Dubois County recorded a population of 43,637, while, in Daviess, 33,381 were counted. Both counties showed modest increases in population from the 2010 Census.

The county seat of Dubois County is the city of Jasper. It recorded a population of 16,703 in 2020. In the city of Washington, the county seat of Daviess County, 12,017 were counted in 2020. Since the 2010 census enumeration, both cities have had modest population gains, with Jasper outpacing Washington to some extent.

Since 1970, Jasper has nearly doubled in size, from 8,641 to 16,703. The population of Washington, on the other hand, has been basically steady since 1970, neither increasing nor decreasing to any extent. In 1970, it was 11,358, and in 2020, 12,017.

In population, Jasper is the 3rd largest city in Southwest Indiana. It is likely to become the 2nd by 2030, as Vincennes, the present 2nd has been recording population losses since 1990. Washington, the 5th largest in the region, is not far behind Bedford in Lawrence County.

The largest city in Southwest Indiana, by a wide margin, is Evansville, which recorded a population of 117,298 in 2020.

Largest Cities Ranked by Population Size in Southwest Indiana — 2020

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Evansville	117,298
Vincennes	16,759
Jasper	16,703
Bedford	13,792
Washington	12,017

Other Cities in Southwest Indiana by Population Size — 2020

Tell City	7,506
Boonville	6,712
Huntingburg	6,362
Paoli	3,666
Loogootee	2,601
French Lick	1,722

Counties Ranked in Southwest Indiana by Population Size — 2020

Vanderburgh	180,136
Warrick	63,898
Lawrence	45,011
Dubois	43,637
Knox	36,282
Daviess	33,381
Gibson	33,011
Orange	19,867
Spencer	19,810
Perry	19,170
Pike	12,250
Crawford	10,576
Martin	9,812

It is important to point out, and stress, that Alternative C will directly connect the cities of Jasper and Washington, the current 3rd and 5th largest in Southwest Indiana. And, as already noted, Jasper is very likely to become the 2nd largest by 2030, if not already.

Also, it bears mentioning that Dubois and Daviess counties have quite sizeable populations. These counties are no longer strictly rural. Dubois has been steadily expanding its economic base and is host to several important firms and facilities. Washington, too, is seeing economic growth, albeit more modest in scope.

Alternative C connects these two counties and their main economic centers — Jasper and Washington. That's significant. And in the long term, it's likely to be very meaningful, for both economic growth and travel efficiency. It would be remiss to let the opportunity to build a direct, modern facility between Jasper and Washington slip by.

Analysis of Alternative C and Project Goals

Improve Business and Personal Regional Connectivity in Dubois County and Southern/Southwest Indiana

Goal 1 — Increase accessibility to Major Business Markets (Core Goal)

Alternative C significantly increases regional connectivity in Southwest Indiana in that it directly connects the business markets of Jasper and Huntingburg in Dubois County to the business market of Washington in Daviess County. This, in itself, is meaningful as these cities are likely to grow economically, and likewise in population, in coming decades. None of the other four final alternatives directly connect the cities of Jasper and Huntingburg to Washington.

As currently drawn, Alternative C intersects with US 50 about a mile east of the I-69/US 50 interchange. As such, Alternative C is then linked into Interstate 69 via US 50. This link to I-69 increases northward connectivity from the southern counties of Dubois, Perry and Crawford to points north in Indiana, including Indianapolis, the city of Bloomington, NSA Crane, Indianapolis International Airport, and the main campus of Indiana University at Bloomington.

Alternative C also significantly increases south and southeast regional connectivity from the city Washington (and Vincennes in combination with US 50) to Interstate 64, and thence to points south and east, namely Rockport, Owensboro, and Louisville. Because I-69 runs southwest from Washington to the Evansville area, Alternative C would likely become the favored route for south and eastbound traffic from Washington and Vincennes to points east and south, such as Louisville and Lexington.

Neither Alternative P nor the other three final route options increase south and south-east connectivity from the cities of Washington and Vincennes.

The improved connectivity provided by Alternative C between the cities of Jasper and Washington, as well as the linkage to I-69, strongly meets to core goal of increased regional connectivity in Southwest Indiana. With Alternative C, the cities of Vincennes, Washington, Jasper and Huntingburg and Rockport are connected in a nearly seamless route. This increased connectivity outperforms the primary north-south linear connectivity of Alternative P.

Goal 2 — Provide more efficient truck/freight travel in Southern/Southwest Indiana (Core Goal)

Alternative C significantly improves truck/freight travel in Southwest Indiana, more so than Alternative P. Again, this is due to the dual north-south and south-southeast connectivity established by Alternative C.

For instance, truck traffic heading west to the cities of Washington and Vincennes from points east along the I-64 corridor (Louisville, etc.) would likely use Alternative C to reach the business and economic centers of those cities. And, likewise, from Washington and other locations in Daviess County, Alternative C would likely be the preferred route to reach points in the south and southeast, such as

I-64 and Owensboro. Alternative P does not provide this connectivity.

In addition, since US 231 already is a major north-south arterial in Southern/Southwest Indiana, connecting I-69 to I-64, Alternative C would create a **second** major North-South-Northwest travel route between Jasper and Dubois County and the city of Washington and the adjacent I-69/US 50 interchange. Truckers, for example, heading north from Dubois and Spencer counties to access I-69 would have a dual choice how to reach the Interstate, either Alternative C or US 231. This increased connectivity would likely decrease traffic on US 231 between I-69 and Loogootee, thus making travel more efficient, and, in turn, less crash prone.

With further population and economic growth in Dubois County, the benefits of having **two** major routes between Jasper and Interstate 69 is considerable. From a long-term connectivity standpoint, two routes will be better than one.

And, finally, the Jasper-Washington-Vincennes connectivity provided by Alternative C will undoubtedly enhance truck/freight travel efficiency in Southwest Indiana, as the alignment would likely become the preferred route to reach the cities of Washington and Vincennes from I-165 and points south, as well as from I-64 and points east.

Goal 3 — Reduction in localized congestion in Dubois County In Dubois County, as both Alternative C and Alternative P follow the same eastern alignment around the cities of Jasper and Huntingburg, both Alternatives convey the **same benefit** in regards to reducing localized congestion.

Goal 4 — Reduce Crashes at Key Locations in Southern/Southwest Indiana

As noted above, both Alternative C and Alternative P follow the same alignment in Dubois County, north from the I-64/US 231 intersection. Thus, along that route section any reduction of crashes would be the same for either Alternative C or P.

North of the White River, although the routes of Alternative C and P diverge, **both Alternatives would convey a similar measure of crash reductions** due to both Alternatives being limited access.

Alternative P and the proposed western bypass of Loogootee would significantly reduce crashes in that vicinity due to the shifting of through traffic away from US 231 in downtown Loogootee. Alternative C, likewise, conveys a similar but smaller benefit in that some traffic between I-69 and Dubois County, and points further south, would be reduced through Loogootee, as many drivers will take the limited access route, rather than US 231. However, the difference between Alternative C and Alternative P, in terms of traffic reduction in Loogootee, is difficult to estimate and may be minimal.

To be sure, meaningful crash reduction in Southwest Indiana along the selected route corridor ultimately will be determined by the number interchanges and overpasses built, along with the concomitant elimination of at-grade crossings.

Goal 5 — Increase Levels of Business Activity within Southern/Southwest Indiana

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Because Alternative C establishes both north-south and south/south-east connectivity in Southwest Indiana, economic development in the cities of Jasper, Huntingburg, Washington, and Vincennes, will be enhanced. Unlike Alternative P, Alternative C, in combination with US 50, creates a nearly direct connection between Washington and Vincennes and I-64, and points east (Louisville, etc.).

In addition, Alternative C provides connectivity between Washington, Vincennes, and Jasper, and Owensboro, KY, and from there, to further points south via I-165.

Alternative C's linkage into I-69 at the US 50 interchange increases connectivity for most of the counties of the 12 county Study Area. Dubois, Daviess, Martin, Pike, Spencer, Perry, Warrick, Greene, and Monroe all benefit, to one extent or another, from the increased connectivity established by Alternative C. For example, to reach Jasper, Huntingburg, Rockport, and Owensboro, KY, business and personal traffic traveling south from Bloomington, and locations further north, such as Indianapolis, would simply utilize I-69 south, then simply swing over to Alternative C at Washington.

Not all the counties in the 12 county Study Area benefit from the Alternative C alignment, however. Because Alternative C veers north/northwest just north of the Dubois/Martin county line, it turns away from the counties of Lawrence, Orange, and Crawford. As such, the benefits of the Alternative C alignment will have significantly less economic impact in those three counties.

Nevertheless, Alternative C does provide a modest increase in connectivity for Lawrence, Orange, and Crawford. For example, business and personal traffic between cities of Bedford and Owensboro, KY, can simply take US 50 west to US 231 south at Loogootee, then to an interchange/intersection with Alternative C, and from there on down to Rockport and across the bridge into the Owensboro region. French Lick, too, will see a modest amount of increased connectivity with an easier, smoother connection north from I-64 to State Road 56. And connectivity from English and Marengo in Crawford County to points west, such as Washington and Vincennes, will be somewhat easier via State Road 64, Alternative C, and US 50.

It must be noted that with a such a large part of Southern/Southwest Indiana included in the Study Area — 12 counties — there were bound to be winners and losers. Alternative P, as well, delivers significantly less economic benefits for Lawrence, Orange and Crawford counties.

Goal 6 — Increase Personal Economic Well-Being in Southern/Southwest Indiana

More often than not, increased transportation connectivity leads to an improved economic development climate. And, of course, more economic activity generally equates to more jobs, and, in many instances, better paying jobs. Alternative C and Alternative P both significantly improve transportation connectivity in Southwest Indiana.

With Alternative C, the benefit of the direct connection between the cities of Jasper and Washington will be substantial, all the more so as these cities expand economically and in population. Moreover, a direct, limited-access facility will enhance travel efficiency and safety, which, in turn, may spur expansion of the movement of goods and services; thus, stimulating economic growth.

Goal 7 — Increase Access to Major Intermodal Centers from Southern/Southwest Indiana (**Core Goal**)

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Alternative C strongly increases access from Southwest Indiana to the CSX Avon Yard, the Senate Ave. Yard, the Tell City River Port, the Port of Indiana—Jeffersonville, the Port of Indiana—Mount Vernon, Louisville Muhammad Ali International Airport (SDF), and Indianapolis International Airport (IND).

From Jasper and Huntingburg, Alternative C and Alternative P both deliver easy and reduced travel time access to Indianapolis and points north via Interstate 69. Being a more direct north-south route, Alternative P offers slightly reduced travel times. However, the quantitative difference compared to Alternative C is minimal at most, making it almost meaningless.

Perhaps as important as the improved northerly access to Indianapolis and the major intermodal centers of Central Indiana is the improved south-southeast connectivity provided by Alternative C to the Ohio River ports at Tell City, Jeffersonville, and Mount Vernon, as well as Louisville International Airport. Alternative C provides **dual connectivity to points south** — from (1) Interstate 69 and (2) from US 50, and the cities of Washington and Vincennes.

Because Alternative C provides both strong north-south and south-southeast improved connectivity to the major intermodal centers in Southern, Southwest and Central Indiana, its dual connectivity surpasses that of Alternative P, which only provides improved north-south connectivity.

Advantages of Alternative C

- Directly Connects the Cities of Jasper and Washington

This is a no-brainer. Jasper and Washington are the 3rd and 5th largest cities in Southwest Indiana. The Mid-States Corridor Project and Alternative C provide the opportunity to connect the two.

- Improves Connectivity from Washington to I-64 and Points East

In combination with US 50, Alternative C significantly improves connectivity from Washington to Interstate 64 and points east and south, such as Louisville, Lexington, KY, Knoxville, TN, and Charlotte, NC. Other options do not provide this connectivity.

- Improves Connectivity to the Economic Hub of Washington

Alternative C (in conjunction with I-69) not only provides improved connectivity to the business centers of Southwest Indiana, including NSA Crane and the cities of Jasper and Huntingburg, but also enhances connectivity to the economic hubs of Washington and Vincennes.

- Significantly Less Expensive to Construct

Aside from Alternative B, the total cost to construct Alternative C is significantly less than the other final alternatives. The cost difference is substantial, upwards of \$200 million or more.

- Lower Number of Potential Relocations

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Aside from Alternative B, Alternative C has the fewest number of potential relocations (agricultural, business, institutions or residential).

- Lowest Number of Acres Needed for Right-of-Way

Of the five final route options, Alternative C requires the fewest number of acres needed for Right-of-Way.

- Lowest Number of Prime Farmland Acres Lost

With Alternative C, the amount of prime farmland acres lost is substantially less compared to the other final alternatives.

- Potential Less Opposition to Project

Because Alternative C has a lower number of potential relocations and requires the fewest number of acres for Right-of-Way, opposition to the project may be mitigated to some extent.

Moreover, Alternative C's long-term benefits of a direct, modern facility between Jasper and Washington will be obvious to many residents of Dubois and Daviess counties, potentially leading to a lessening of opposition as well.

As the Alternative C alignment primarily involves only two counties — Dubois and Daviess — any opposition may be more localized than regional. In many instances, public support or opposition to infrastructure projects tends to align with the position taken by local officials. As there appears to be considerable official support for the project in the two counties, some local opposition may be allayed, all the more so if a unified, positive approach is put forward, stressing, again and again, the benefits of the project.

Brief Comment and Analysis of the DEIS

The Mid-States Corridor Project's DEIS is a complicated document. Instead of having to justify a route between two points, A and B, the preparers of the study were tasked with finding a route from among a couple dozen or more possibilities. There were several components to be analyzed, and these, in turn, were examined in combination with numerous other factors. In short, the study was an immense challenge to partake.

Examination of the maps that depict the various proposed routes reveals that there are two distinct components of all of the proposed routes: (1) the bypasses around the cities of Jasper and Huntingburg and (2) how the route would proceed north from those bypasses — from a point just north of the White River — to points further on, whether northeast, northwest, or north.

Given that the study seems to cover two route components, it follows then that the second component of the proposed route should be based on what was decided on the first; that is, the second part of the route should be analyzed as if the bypasses around Jasper and Huntingburg are literally in place. This would likely change the dynamic of the study, however. Be that as it may, this analytic change is probably necessary for an accurate and precise analysis of the second route component.

Turning to the alternative under analysis — Alternative C — it appears the study did not address how Alternative C would score if measured in combination with the segment of I-69 between US 50 and US 231. For instance, north of Jasper, Alternative C and I-69 together nearly replicate — albeit in a curved way — Alternative P, with both alternatives strongly meeting the goal of improved access to NSA Crane and the associated employment center at Westgate.

The study found, however, that Alternative C offers a lower level of access — compared to Alternatives P, M, and O — to business and employment centers in Southwest Indiana. This is due, in part, to the alignment not being analyzed in combination with I-69. To understand the true value and potential of Alternative C, such an analysis was necessary. To be fair, if Alternative C had indeed been analyzed in combination with the I-69 segment, then the other proposed routes would lay fair claim to being analyzed, too, in conjunction with other roads. That would have opened additional avenues for study, and perhaps unnecessarily.

Finally, the study does not seem to measure the meaningful impact of a direct, modern facility between the cities of Jasper and Washington. This improved connectivity, in and of itself, as well as the additional connectivity in combination with I-69, would likely have produced a significantly higher valuation for Alternative C, perhaps enough so to produce a ranking of second among alternatives, or even first.

Although the study may have missed the opportunity to more fully incorporate the matters mentioned above, it has strongly set forth a systematic rationale for the eastern bypasses around Jasper and Huntingburg. It has identified a western bypass route around the community of Haysville as the best option. And, it has successfully identified and justified a western bypass as the best option around Loogootee, a crucial factor if Alternative P ultimately prevails. As such, it is a useful, valuable document that will serve as a springboard to move the Mid-States Corridor Project forward.

Conclusions

Alternative C, which establishes a direct, modern facility connection between Jasper and Washington, will provide improved and beneficial connectivity in Southwest Indiana for decades to come. No other option put forward establishes such momentous connectivity.

The importance of a direct facility tying Jasper and Washington together cannot be underestimated, all the more so as each grows economically, and, likewise, in population.

The significant south-southeast connectivity established by Alternative C, in combination with US 50, also will enhance travel efficiency between Washington and Vincennes to Jasper, as well as to Rockport, and points further south and east, particularly Louisville and Owensboro.

Alternative C, in combination with I-69 and US 50, provides good to excellent access to many of the major business centers of Southwest and Southern Indiana, as well as to the major intermodal centers of Central and Southern Indiana. Again, the south-southeast connectivity provided by Alternative C from Daviess and Knox counties is not met by any other alignment.

Together, these factors, along with the lower cost to build, the fewer relocations necessary, and the less acreage required for Right-of-Way, showcase why Alternative C is the better option for increased connectivity in Southwest Indiana, and why it should be selected as the Preferred Alternative.

And, shall we be frank about Alternative P, the currently Selected Preferred Alternative? While the plans for the bypasses around Jasper, Huntingburg, and Haysville seem well thought out and appropriate, it's the alignment segment north of the White River that remains an issue.

One can easily make the point that, on a very basic level, the alignment of Alternative P north of the White River doesn't make much sense. First, it's a major facility that will be constructed to largely replace another major facility, the arterial US 231. Moreover, just to the west, there's the modern, new facility known as Interstate 69. So, two major north-south facilities already exist in the area, which it should be noted, is predominantly rural and sparsely populated. Is it correct to build another major facility that runs roughly parallel I-69, positioned just 10 miles away? Is it necessary?

To many residents of Southwest Indiana, as well as others, the alignment of Alternative P north of the White River fails the test known simply as Common Sense. This, in turn, has led to deep angst and anger, causing many to actively oppose the project and Alternative P.

There's a better way to move forward, a better alternative at hand:

Alternative C

Response

This comment is divided into sections and subsections. The response is organized by these sections and subsections.

Executive Summary

This text focuses on the performance of **Alternative C**. It also cites its lower costs, as well as relative lower relocation and prime farmland impacts. This text does not acknowledge or address the low performance of **Alternative C**. FEIS **Section 5.1 – Summary of Alternatives** and **Table 5-2** show that **Alternative C**, as well as **Alternative B** did not perform adequately in satisfying the project core goals. Specifically, **Alternative C** has less than half the performance of **Alternative P**, which is the best-performing alternative. The performance of **Alternative P** takes into account its location relative to other transportation facilities cited in the comment.

Alternative C – The Proposed Route

The description of **Alternative C** and **Alternative P** is noted.

Possible Alternative C Route Modification

This comment proposes two new interchanges on **Alternative C**. It does not acknowledge that this proposed extension of **Alternative C** also would require another bridge over the railroad tracks immediately north of US 50. This extended roadway with two added interchanges and at least one added bridge would add additional expense and impacts to **Alternative C** while offering little if any improvement in performance. In addition, FHWA guidance provides for a minimum of three mile spacing between rural Interstate highway interchanges. The proposed new I-69 interchange (one to two miles to the north) would not satisfy these FHWA guidelines.

Alternative C and the Area Involved – Two Counties

This detailed discussion leads up to the key conclusion that **Alternative C** would connect Daviess and Dubois counties, as well as the cities of Jasper and Washington. The Purpose and Need core goals address accessibility throughout the 12-county Study Area. See FEIS **Section 2.6.1.1 – Core Goal Performance Measures**. Goals 1 and 7 measure accessibility between approximately two dozen origin-destination pairs. Goal 1 also assesses labor force access to 5 cities in the Study Area, including Washington. Goal 2 measures freight benefits throughout the Study Area. The performance of **Alternative C** considers its benefits on all these measures. As stated previously, when performance on all core goals is assessed, **Alternative C** does not have sufficient performance to be identified as the preferred alternative.

The project’s travel forecasting model incorporates existing and forecasted population levels in all cities and counties cited in this comment.

Analysis of Alternative C and Project Goals

This section of the comment discusses each project goal in some detail. As an overall response, it was cited earlier that **Alternative C’s** performance on project core goals is too low for it to be identified as the preferred alternative. Some of this portion of the comment discusses only portions of the Study Area or select cities. The project’s performance measures assess alternatives for their ability to provide benefits throughout the Study Area.

Goal 1 – Increase Accessibility to Major Business Markets

The performance of **Alternative C** on the measures supporting this goal is roughly half or less that of **Alternative P**. It is also less than the performance of **Alternative M** and **Alternative O**.

It also is noted that the comment does not discuss the labor force access component of this goal. **Alternative C** has the lowest performance on labor force access of all alternatives.

Goal 2 – Provide More Efficient Truck/Freight Travel in Southern Indiana

Alternative C performs more poorly than **Alternative P** for both components of this measure. This comment cites specific travel patterns to and from Washington and Vincennes (which is located outside of the Study Area). This performance measure assesses benefits to freight travel throughout the Study Area. The comment cites future population and economic growth in Dubois County. The traffic forecasts for this project account for forecasted increases in population and employment.

The next four goals cited are secondary project goals. They represent other desirable outcomes. These were not considered in identifying a preferred alternative.

Goal 3 – Reduction in Localized Congestion in Dubois County

As the comment notes, **Alternative C** and **Alternative P** provide the same benefit due to their identical routing in Dubois County.

Goal 4 – Reduce Crashes at Key Locations in Southern Indiana

Alternative P provides an approximately 30 percent greater benefit on this measure. See FEIS **Table 2-12**.

Goal 5 – Increase Levels of Business Activity in Southern Indiana

Alternative P produces the highest level of business and economic activity in Southern Indiana. Please refer to **Table 2-13**.

Goal 6 – Increase in Personal Economic Well-Being in Southern Indiana

On Goal 6, **Alternative P** provides more benefits than **Alternative C**. Please refer to FEIS **Table 2-13**.

Goal 7 – Increase Access to Major Intermodal Centers from Southern Indiana

Alternative P has the highest performance in this goal of all alternatives. **Alternative C** has the lowest performance. Please refer to **Table 2-9**.

Advantages of Alternative C

The performance advantages all pertain to the City of Washington. As previously stated, performance measures consider benefits throughout the 12-county Study Area, and are not isolated to a single community or small part of the Study Area. When benefits are evaluated for the entire Study Area, the low performance of **Alternative C** did not support its consideration as the preferred alternative.

The comment discusses impacts to right-of-way, prime farmland and relocations for **Alternative C**. It also discusses its lower cost compared to other alternatives. Cost and impact comparisons were used among the three alternatives which adequately satisfy the Purpose and Need to identify a preferred alternative. Please also refer to **Standard Response 2.1**, and its discussion of the Yankee Nuclear Power Corporation opinion. It notes that environmental impacts are not elevated above other factors in a NEPA decision.

Regarding opposition to the project, please refer to **Standard Response 7.2** which describes the robust public input process. It is anticipated that there will be some level of opposition to any alternative which is selected.

Brief Comment and Analysis of the DEIS

This text suggests that the entire project, including the purpose and need analysis, be divided into a Dubois County portion separate from the alternatives in the remainder of the Study Area. This does not accurately characterize the nature of the alternatives. **Alternative B** uses a western bypass, and **Alternative O** diverges to the east in northern Dubois County. Alternative components cannot be “mixed and matched” as suggested. In addition, purpose and need performance can be evaluated only on the basis of complete routes connecting I-64 with I-69.

The accessibility of **Alternative C** did consider the contribution of I-69 to regional accessibility. I-69 is included in the regional travel model. The future year traffic forecasts assume that the entirety of I-69 is completed and open to traffic between Evansville and Indianapolis.

This text also restates the importance of connecting Jasper and Washington. As discussed earlier, accessibility needs are assessed throughout the Study Area, not for only a single city or city pair.

Conclusions

The conclusion restates discussions earlier in the comment. It emphasizes the desire to improve access to Washington, the location of other highways in the project area and the lower level of impacts of **Alternative C** to certain resources. Earlier text in this response addressed these points.

Clemens, Larry (The Nature Conservancy)

2 – Alternatives

3.6 – Indirect and Cumulative Impacts

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.17 – Floodplain Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Lands

Comment

The Nature Conservancy in Indiana owns forested property in Daviess County that is within the corridor described as the preferred route for the Mid-States Corridor project.

Nearly 100 acres of forested land now known as Gantz Woods was donated to TNC's Indiana Chapter in 2017. The Chapter enrolled it into its Forest Bank, which provides long-term protection while allowing for periodic timber harvests and habitat management. Gantz Woods is a good-quality second-growth hardwood forest. This forest occurs within a network of lands recognized by TNC as connected and thus resilient to the effects of climate change. This connected and resilient network offers the best possible outcome for preserving healthy habitat for plants, animals and people. Without a final design to determine the exact road location, we estimate about 25 acres of the Gantz Woods property falls within the 2,000-foot corridor described in the Draft Environmental Impact Statement.

As part of the larger forested landscape of southern Indiana, the property provides habitat for migratory songbirds, federally threatened and endangered bats, and other forest interior-dependent wildlife. Indiana's timber industry has a \$10 billion annual impact on the state's economy, according to the Indiana Department of Agriculture, to which this working forest contributes today and into the future, not to mention the carbon sequestration that Indiana forests offer. These forests protect our water quality and help moderate climate impacts by sequestering carbon and reducing flooding from severe storm events. This forest is very close to NSA Crane and part of the area recently designated a Sentinel Landscape by the U.S. Departments of Defense, Agriculture and the Interior. The Indiana Sentinel Landscape is the 10th such designation. It is meant to enhance security of defense facilities in Indiana, primarily NSA Crane and Camp Atterbury, by using conservation as a natural buffer. The program places a preference on federal funding for the protection of land and the maintenance of habitat for plant and animal species within the designated landscape.

In considering a new interstate through high-quality farm and forest land, we hope wildlife is accounted for in road and buffer design. Roads bisect what nature has connected and TNC's goal is to reconnect corridors of migration for wildlife. Just as underpasses and overpasses will be required to reconnect family farms, wildlife crossings must be considered if this project moves forward. This can avoid the loss of more Indiana wildlife.

At this point in time, TNC in Indiana remains skeptical of the benefits of the project relative to the cumulative impact the project will have on our state's ecology and quality of life in southern Indiana.

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Thank you for the opportunity to comment for the record.

Response

We have received multiple comments regarding the potential impacts to Gantz Woods by Preferred **Alternative P**. Please refer to **Standard Response 3.27.2** regarding potential impacts to Gantz Woods. This response notes that impacts to Gantz Woods are anticipated to be minor. Please also refer to **Section 3.27.3** of both the DEIS and FEIS, where many of these comments were considered.

Impacts to Indiana's timber industry are considered as part of the analysis of economic impacts of each alternative. Please refer to FEIS **Section 3.4.6**. See **Table 3.4-7** which shows that **Alternative P** has less than half the potential impacts to timber alternatives than other alternatives which satisfy the Purpose and Need.

Our project planning considers the importance of forests and agricultural land cover for carbon sequestration. Please also refer to **Standard Response 3.9.1** for details.

Regarding impacts to listed bat species, please refer to **Standard Response 3.16.1**. **Alternative P** has the lowest impacts to listed species of alternatives which satisfy the Purpose and Need.

Regarding the proximity of the impacted forest to NSA Crane, the following information is offered. NSA Crane participates as a member of the Regional Issues Involvement Team for the project. It participated in meetings in July 2019 and February 2020. Subsequent to the close of the DEIS comment period, staff conferred with staff at NSA Crane regarding potential impacts in the vicinity of NSA Crane for **Alternative P**. This interaction will continue in greater detail as the project advances to Tier 2 studies.

Regarding the "Sentinel Landscape Program," please refer to response to **Comment 0775**.

Regarding general concerns about impacts to forested land, Please refer to **Standard Response 3.21.1**.

Regarding general concerns about agricultural impacts, please refer to **Standard Response 3.24.1**.

Significant efforts were made in alternative design to minimize impacts to wildlife, including habitat connectivity. Please refer to **Standard Response 3.25.1**. It describes that **Alternative P** has less than half the impacts of other alternatives which adequately meet the Purpose and Need. **Alternative P** also does not impact any known karst features.

Regarding the significant benefit which **Alternative P** provides, please refer to **Standard Response 2.6**. Regarding the cumulative impacts of the project to natural resources in Southern Indiana, please refer to **Table 3.6-1**.

Nowotarski, Mark

2 – Alternatives

3.7 – Traffic Impacts

Comment

When the proposed Mid-States Corridor project was initially pitched, two of the primary reasons that were talked about was the need to improve safety and congestion on the existing US 231. Now identified in the DEIS the core goals no longer have them as primary core goals. Only "nice to have". Why I have an issue with this, is that still today people think is still all about safety and congestion. We do not have a congestion issue or safety issue on US231 through Dubois County, we have a road design issue and a poorly managed traffic flow issue, both that can easily be fixed. Even in a Sunday article in the Evansville carrier, the Jasper mayor was quoted as saying, "We still need a road, specifically for semi-trucks going around the city as opposed to through the city," he said. "(U.S. 231) Goes right through the middle (of town). and that's where our traffic congestion is and where the safety issues are." It is obvious the mayor has not read through the DEIS and does not understand that there are solutions without building a new bypass highway. His comment is selfish and short- sighted.

Accidents occur because people are in too much of a hurry and they are driving distracted, talking on the phone, texting, checking emails or writing texts or emails. Every day I witness drivers not stopping for stop signs, not yielding for yield signs, making right turns on red when there is a sign NO TURN ON RED. Then there is speeding because everyone seems to be in a hurry. These are the things that cause accidents that won't go away by adding a bypass.

Now look at the traffic flow through Jasper - 13 traffic lights and 5.5 miles on the US 231. There is opportunity to remove a few of those and reset the timing of the lights to allow for a better flow of traffic. There is the opportunity for truck traffic to use the 162 Connector turn north on Newton to go straight up through Jasper without making a left turn on 6th Street and Newton, and eliminates lights. While not as many lights through Huntingburg, the same holds true - remove a couple traffic lights and re-time them for better flow. With these types of fixes and the improvements identified for US231 there is no need for a bypass and parallel highway to 231.

Does the DEIS specifically know and calculate what percentage of semi-truck traffic will be reduced with a bypass? I could not find that figure in the analysis. I don't know the percentage, but I can tell you that a semi-truck traffic will still be required in town to deliver and ship goods from local facilities, distribution facilities, retail stores like Home Depot and Walmart, grocery stores, furniture stores and others.

Researching articles on traffic congestion, I came across this great analogy- Our homes are little like our streets. Yes, sometimes things get a little crowded, like when we throw a huge party or host a big event in our downtown. But day to day, we really don't need all that extra space - and building at a scale that works for 364 days a year makes a whole lot more financial sense.

Response

The Mid-States Tier 1 EIS is a Study of regional transportation needs in a Study Area of over 4,700 square miles. Its three core goals all measure regional accessibility, not safety or congestion. These three core goals are Goal 1 – Increase regional accessibility to major business markets, Goal 2 – Provide more

Mid-States Tier 1 DEIS Comment

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efficient truck/freight travel in Southern Indiana and Goal 7 – Increase access to major intermodal centers from Southern Indiana.

Regarding the decision to not use safety as a core goal, please refer to **Standard Response 1.1**. As this response also states, congestion relief was not identified as a core goal in either the draft or final Purpose and Need. Safety and congestion relief are other desirable outcomes, but the selection of a Preferred Alternative did not consider performance on either of these goals.

Your comment identifies modifications to driver behavior which could reduce crashes. While these may have merit, they are not suitable for evaluation in an analysis of regional accessibility needs.

The location of traffic signals is governed by the Manual on Uniform Traffic Control Devices (MUTCD). As a state-jurisdictional highway, INDOT determines the placement and type of traffic signals on US 231 in Jasper and Huntingburg using the provisions of *Section 4C - Traffic Control Signal Needs Studies* of the MUTCD. The placement and type of signals is determined by a rigorous analytical process. This process considers traffic volumes, safety and other considerations. It is not the purpose of this study to address urban congestion in the Study Area. Congestion relief is an “other desirable outcome,” and the potential for alternatives to offer congestion relief was not considered in identifying a Preferred Alternative.

In congestion forecasts shown in **Section 3.7 – Traffic Impacts**, changes in truck movements are considered. Specifically, a truck is assumed to require more roadway capacity than an automobile.

Seals, Scott (Martin County Highway Superintendent)

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

We as a small rural community will be hurt drastically by the Mid States Corridor. This project will destroy many roads in our county as well as homes and generational farms. 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. If this stretch of road passes through our county I foresee many family having to relocate and what little tourism we do have diminishing completely. This will greatly affect revenue generated from property taxes as well as what little money we receive from MVH funds. I strongly urge you to look at this project through our lens.

Respectively, Scott Seals, Hwy Supt. and lifetime resident.

Response

Other comments have been provided by Martin County officials and stakeholders expressing concerns about potential impacts of **Alternative P** to residents and units of government within Martin County. These include written comments jointly provided by nearly all county and municipal elected officials in Martin County. See **Comment 0732**, which addresses the issues raised in this comment as other issues.

In addition to the specific issues cited, **Comment 0732** requested greater engagement with Martin County officials and stakeholders as the project proceeds. In response to these and other comments, INDOT and project staff met with Martin County officials and stakeholders on May 5, 2022 (during the DEIS comment period), June 28, 2022 and September 22, 2022. **Appendix NN** contains summaries of these meetings. The input provided in these meetings, as well as other meetings and interaction going forward, will be afforded significant consideration in continuing project studies.

Based on consultations to date, identifying a final alignment in Martin County will be deferred to Tier 2 studies, and will not be made as part of this Tier 1 FEIS/ROD. For details, please refer to **Standard Response 3.4.2**.

Regarding impacts to tourism, the greater accessibility provided by the Mid-States Corridor will provide greater accessibility to local tourist destinations. These destinations will be identified in economic surveys conducted during Tier 2 studies.

Several of the standard responses provide further information about these comments. Regarding changes in local tax revenues, please refer to **Standard Response 3.4.4**. Regarding relocation impacts, please refer to **Standard Response 3.5.1**. Regarding local traffic impacts, please refer to **Standard Response 3.7.1**. Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Harty, Noel (Mayor, Loogootee)

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Good evening, everyone. I'm Noel Harty, as he mentioned. I've been the mayor of Loogootee for 11 years. And hopefully, if I make it to the end of next year, it'll be 12. I'm the first third term mayor of Loogootee. Well, why am I mentioning that? It's probably because I work for the taxpayers, right? I'm here to represent not just the people that live in the city of Loogootee, but the people that, like Lance Mathies over here, that lives outside the city of Loogootee. The farmers, the business owners, and last, but not least the residents of Loogootee, and Martin County, and Daviess County.

Clearly, we have a housing problem. Don't we? Just a few days ago, a new listing went on the market in Martin County. Had 20 showings. 20. 7 offers. Unimaginable for a community our size, right? How many -- how many times in my 20 years has that happened? Never heard of it once. Where are we going to put people that are going to be displaced by this road? Right? If we have people now that can't find a home, eliminating homes, what are we going to do? We have to be able to eat, right?

I want to think -- I do really want to thank all of the work and the effort, because I know these people have put a lot of time and a lot of effort into this project. I know they have. And we all understand by getting to here today, we had to use a public road, right? And that people had to give up their farms and their homes. But, as has been mentioned earlier, why do we want to continue to do that to save a few minutes, right? Thank you for allowing me to speak.

Response

Mayor Harty also was a signatory to **Comment 0729**, along with most other elected officials within Martin County. These and other comments and interactions resulted in ongoing consultations by INDOT and project staff with Martin County officials and stakeholders. As a result of these consultations, the decision has been made to defer identifying a final alignment at Loogootee to Tier 2 studies. See **Standard Response 3.4.2** for specific information.

Regarding relocation impacts and the availability of relocation housing, please refer to **Standard Response 3.5.1** and **Standard Response 3.5.2**.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Lannan, Joe

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.14 – Visual Impacts

3.24 – Agricultural Impacts

Comment

I'm actually a teacher. So it would make sense that I would come with props and materials. I'm going to try to keep this focused, but I do have a photo I want to share real fast. And anyone who's traveled from the city of Loogootee to Jasper. If you come up later, you'll probably see it. There's a -- there's a nice farm silhouette, right south of the city of Loogootee and I get photos like this often, as the sun sets.

Unfortunately, the road does travel right through the property where that photos taken, and it would kill a really nice view. That's not what I'm here to talk about today because unfortunately with progress and with roads and those sorts of things, there's going to be displacement. If it's not my home, it'll be my neighbor's home. If it's not Richie Artman's (phonetic) home, it'll be somebody else's home. So I'm not going to tie on those emotional heartstrings, but rather ask that the mid-state's folks, the INDOT, that the highway commission and the other folks involved with bringing us to this point, would listen to some of the folks in the community that have already been working to address some of the needs that they say that they're going to help us address, like workforce preparedness. And there's a few folks that I've brought with me. And if I have the permission of the crowd, I would like to take some notes on my easel, my teacher stand as the others speak, so if that's okay.

All right, well, we appreciate you guys bringing materials. So we thought we would bring some materials as well and just help articulate our stance. Our main concern is the ways in which our county and community is already prepared with workforce and education readiness.

Some of the land use barriers that this route presents, the way in which it's going to affect us economically in our quality of life, the safety additions it's going to add as we have to address wrecks and issues on the highway, the loss of our county's GDP, and the environmental concerns. So I'd like for Jared to go ahead...

Response

Potential visual impacts of the project were described at a level appropriate for a Tier 1 study. See **Section 3.14 – Visual Impacts** in the FEIS for details. Visual impacts will receive greater consideration and analysis in Tier 2 studies when a final alignment is identified.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

The comment asks for greater communication between INDOT, project staff and local officials and stakeholders. This occurred subsequent to the DEIS comment period, and will continue into Tier 2 studies. As a result of this input, the decision has been made to defer determination of a final alignment at Loogootee in the vicinity of Loogootee until Tier 2 studies. For details, please refer to **Standard Response 3.4.2**.

Regarding the safety benefits of the project, please refer to **Standard Response 2.4**.

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Regarding the economic development benefits of the project, please refer to **Standard Response 2.11.**

Regarding local traffic impacts, please refer to **Standard Response 3.7.1.**

Jones, Greg (Southern Indiana Development Corporation)

2 - Alternatives

3.4 – Economic Impacts

Comment

Reading through the reports I believe the Midstate Corridor has value. With my agency I believe there is positive impacts for 4 out of my five counties (Davies, Greene, Knox, Lawrence and Martin County). Where I am unsure is if there are unintended consequences for Martin County. Martin County is one of the smallest populated Counties and probably has the least amount of developable land due to Government owned property with the Base of Crane and the State Forests. This road is proposed to go through Martin County and I believe that there is the potential for Loogootee and Shoals to lose necessary customers traffic that keep their fragile business ecosystem surviving. I would propose that additional studies be conducted on the negative impacts for specifically Martin County and to perform some modeling on how potentially devastating this new routing could be to their communities.

I still think there are additional opportunities with the Midstate Corridor if a bike and pedestrian path could be added to the proposed project. SW Indiana is behind in offering trail and pedestrian amenities and I believe that to truly make the road positively impactful there should be a trail that follows the Midstate Corridor. At the very least there should be enough right of way secured to allow for future trail to be added adjacent to the road. The road shouldn't be just about helping truck traffic there needs to be more positive impact for the other users. If this is not done it will be a severely missed opportunity and further holds back SW Indiana from being competitive for skilled workers who desire these types of amenities.

I believe 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.

Response

Other comment stated that there is the potential for negative impacts, especially economic impacts, to Martin County and the City of Loogootee. A comment making these points in greater detail was provided under the signature of most county and local elected officials in Martin County. See **Comment 0729**.

As a result of this and other comments, the final decision about an alignment in central Martin County in the vicinity of Loogootee and Shoals has been deferred to Tier 2 studies, and will not be made as part of this Tier 1 FEIS and ROD. See **Standard Response 3.4.2** for details. This response outlines additional analyses which will occur in Tier 2 studies. These include surveys of local businesses and existing market conditions, forecasts of the effects of alignment variations on local business activity and outreach to stakeholder groups within the community.

Existing and planned trails in the region are evaluated in **Section 3.27 – Managed Lands**. A commitment has been added in the FEIS that Tier 2 studies will evaluate the ability of the project to support state and local trail plans. Please refer to **Standard Response 2.1** regarding why non-highway alternatives, including trails, were not considered as a part of the Mid-States Corridor project.

Regarding the project's safety benefits, please refer to **Standard Response 2.4**.

Regarding the significant benefits offered by the project, please refer to **Standard Response 2.6**.

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Regarding the general issue of the effects of traffic bypassing smaller communities, please refer to **Standard Response 3.4.1.**

Ahler, Tom

2 – Alternatives

3.7 – Traffic Impacts

Comment

U.S. Route 231 Four-Lane Divided Highway DESIGN

I am writing to you today in support of converting the existing U.S. Route 231 two-lane highway into a four-lane divided highway between Interstate 64 in Spencer County, Indiana, and Interstate 69 in Greene County, Indiana.

The design for this new U.S. Route 231 four-lane divided highway is not a Freeway or an Interstate Highway. However, the design for this new U.S. Route 231 four-lane divided highway is a mixture of grade-separated interchanges, at-grade intersections, and overpasses.

Eliminate all STOP-Lights on the new U.S. Route 231 four-lane divided highway. Eliminate all direct access to private property along the new U.S. Route 231 four-lane divided highway.

For example, eliminate all private driveways to residential homes along the new U.S. Route 231 four-lane divided highway.

Eliminate all direct access to commercial property along the new U.S. Route 231 four-lane divided highway.

Eliminate all railroad crossings on the new U.S. Route 231 four-lane divided highway.

The main idea behind the design for the new U.S. Route 231 four-lane divided highway is to have 'free-flowing-traffic' on the new U.S. Route 231 four-lane divided highway.

For example, the Hoosier Heartland Highway (Indiana State Route 25) between the City of Lafayette in Tippecanoe County, Indiana and the City of Logansport in Cass County, Indiana is an example of a highway with 'free-flowing-traffic.' There are no STOP-Lights, no access to private nor commercial property, no railroad crossings on the Hoosier Heartland Highway (Indiana State Route 25) between the City of Lafayette, Indiana, and the City of Logansport, Indiana.

Construct a Full Diamond Interchange on the new U.S. Route 231 four-lane divided highway the U.S. Route 50 highway located on the westside of the City of Logansport in Martin County, Indiana.

However, the location of the Full Diamond Interchange, itself, is in Daviess County, Indiana.

Build or construct two new bridges or overpasses for the new U.S. Route 231 four-lane divided highway Interchange at the U.S. Route 50 Highway. The first overpass will carry U.S. Route 231 Southbound traffic up and over the U.S. Route 50 Highway.

The second overpass will carry U.S. Route 231 Northbound traffic up and over the U.S. Route 50 Highway.

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Re-construct the U.S. Route 50 highway into a four-lane divided highway underneath both overpasses that will carry U.S. Route 231 traffic overhead. U.S. Route 50 Eastbound is two travel lanes wide underneath both overpasses, and U.S. Route 50 Westbound is two travel lanes wide underneath both overpasses.

For example, build or construct a Full Diamond interchange on the new U.S. Route 231 four-lane divided Highway at the U.S. Route 50 Highway similar to the Interstate 69 Interchange at the U.S. Route 50 Highway located on the eastside of the City of Washington in Daviess County, Indiana.

Another example, construct a Folded Diamond Interchange (4-ramp partial cloverleaf) on the new U.S. Route 231 four-lane divided Highway at Indiana State Route 64 (East 6th Street) located on the eastside of the City of Huntingburg in Dubois County, Indiana.

For example, build or construct a Folded Diamond Interchange (4-ramp partial cloverleaf) on the new U.S. Route 231 four-lane divided Highway at Indiana State Route 64 (East 6th Street) similar to the Interstate 65 Interchange at Indiana State Route 38 located on the eastside of the City of Lafayette in Tippecanoe County, Indiana.

Why build or construct a Folded Diamond Interchange (4-ramp partial cloverleaf) at Indiana State Route 64 (East 6th Street) located on the eastside of the City of Huntingburg? There are a set of railroad tracks that parallel Indiana State Route 64 (East 6th Street) on the eastside of the City of Huntingburg in Dubois County, Indiana.

Build or construct two new bridges or overpasses for the new U.S. Route 231 four-lane divided highway Interchange at Indiana State Route 64 (East 6th Street). The first overpass will carry U.S. Route 231 Southbound traffic up and over Indiana State Route 64 (East 6th Street) and the railroad tracks.

The second overpass will carry U.S. Route 231 Northbound traffic up and over Indiana State Route 64 (East 6th Street) and the railroad tracks.

Build or construct an at-grade intersection on the new U.S. Route 231 four-lane divided highway at Dubois County Road 900 South in Dubois County, Indiana.

Another example, build or construct an at-grade intersection on the new U.S. Route 231 four-lane divided highway at Dubois County Road 1000 South in Dubois County, Indiana.

Build or construct an overpass across the new U.S. Route 231 four-lane divided Highway at Dubois County Road 200 West in Dubois County, Indiana.

This overpass will allow local traffic to traverse from one side of the new U.S. Route 231 four-lane divided highway to the other side of the highway.

Build or construct a Full Diamond Interchange at the junction of the new U.S. Route 231 four-lane divided highway and the existing U.S. Route 231 two-lane highway located on the southside of the City of Huntingburg in Dubois County, Indiana, or located on the northside of the Huntingburg Airport in Dubois County, Indiana.

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Build or construct a Full Diamond Interchange on the new U.S. Route 231 four-lane divided highway at Indiana State Route 164 located on the eastside of the City of Jasper in Dubois County, Indiana.

Build or construct an at-grade intersection on the new U.S. Route 231 four-lane divided Highway at Dubois County Road 400 North in Dubois County, Indiana.

Build or construct a Full Cloverleaf Interchange on the new U.S. Route 231 four-lane divided highway at the existing U.S. Route 231 highway and Interstate 69 Interchange in Greene County, Indiana. The Interstate 69 Interchange at the existing U.S. Route 231 in Greene County, Indiana is a Tight Diamond Interchange. Replace this Tight Diamond Interchange with a Full Cloverleaf Interchange. This Full Cloverleaf Interchange will preserve the idea of free-flowing- traffic for both Interstate 69 and the new U.S. Route 231 four-lane divided highway.

For example, build or construct a Full Cloverleaf Interchange on the new U.S. Route 231 four- lane divided highway at the existing U.S. Route 231 and Interstate 69 Interchange in Greene County, Indiana similar to the Full Cloverleaf Interchange at the Interstate 64 and Interstate 69 Interchange in Gibson County, Indiana.

Why build or construct a Full Cloverleaf Interchange at the Interstate 69 Interchange and existing U.S. Route 231 Highway in Greene County, Indiana?

Converting the existing U.S. Route 231 Highway into a four-lane divided highway between Interstate 64 in Spencer County, Indiana, and the Interstate 69 Interchange at the existing U.S. Route 231 Highway in Greene County, Indiana is the first section of the existing U.S. Route 231 to be converted into a four-lane divided highway in the State of Indiana.

The second section of the existing U.S. Route 231 Highway to convert into a four-lane divided highway is between the Interstate 69 Interchange at the existing U.S. Route 231 Highway in Greene County, Indiana, and the Interstate 70 Interchange at the existing U.S. Route 231 Highway at the Town of Cloverdale in Putnam County, Indiana.

A Full Cloverleaf Interchange will connect the first section of the new U.S. Route 231 four-lane Divided highway and the second section of the new U.S. Route 231 four-lane Divided highway at the Interstate 69 Interchange and existing U.S. Route 231 Highway in Greene County, Indiana.

The third section of the existing U.S. Route 231 Highway to convert into a four-lane divided highway is between the Interstate 70 Interchange at the existing U.S. Route 231 Highway at the Town of Cloverdale in Putnam County, Indiana, and Tippecanoe County Road 500 South located on the southside of the City of Lafayette in Tippecanoe County, Indiana.

The fourth and final section of converting the existing U.S. Route 231 Highway into a four-lane divided highway involves a new-terrain route. Start at the intersection of the existing U.S. 231 Highway and Sagamore Parkway in the City of West Lafayette, Indiana, and head north across a new terrain-route to and connect with Interstate 65 in the vicinity of the Tippecanoe County and White County Line in Indiana.

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Converting the existing U.S. Route 231 two-lane highway into a four-lane divided highway has several benefits between Interstate 64 in Spencer County, Indiana, and Interstate 65 in the vicinity of the Tippecanoe County and White County Line in Indiana.

First and foremost, benefit, converting the existing U.S. Route 231 two-lane highway into a four-lane divided highway will decrease the time it takes to travel between southern Indiana and central Indiana because of a higher speed limit on a four-lane divided highway as opposed to a lower speed limit on a two-lane highway.

Second benefit, tractor-trailer semi-trucks and traffic in-general on Interstate 65 can exit onto Interstate 165 in the City of Bowling Green in Warren County, Kentucky. Once on Interstate 165, the tractor-trailer semi-trucks and traffic in-general will drive North on Interstate 165 to U.S. Route 231 four-lane divided highway in the City of Owensboro in Daviess County, Kentucky. Once on U.S. Route 231 four-lane divided highway, the tractor-trailer semi-trucks and traffic in-general will drive North on U.S. Route 231 four-lane divided highway to and cross the Ohio River into the State of Indiana.

Once in southern Indiana, the tractor-trailer semi-trucks semi-trucks and traffic in-general will continue North on U.S. Route 231 four-lane divided highway to Interstate 64 in Spencer County, Indiana.

Starting at Interstate 64 in Spencer County, Indiana, the tractor-trailer semi-trucks and traffic in-general will drive North on the new section of U.S. Route 231 four-lane divided highway through southern and central Indiana to Interstate 65 in the vicinity of the Tippecanoe County and White County Line in Indiana.

The Interstate 165 and new U.S. Route 231 four-lane divided highway combination will allow the tractor-trailer semi-trucks and traffic in-general to by-pass both the Louisville, Kentucky Metropolitan Area and the Indianapolis, Indiana Metropolitan Area, altogether.

INDOT (Indiana Department of Transportation) has identified U.S. Route 231 Highway as a 'Statewide Mobility Corridor' between Interstate 70 in Putnam County, Indiana and Interstate 65 in Tippecanoe County, Indiana, according to the website: <https://www.in.gov/indot/div/projects/us231/>

We need to expand the parameters of this 'Statewide Mobility Corridor' to include the U.S. Route 231 Highway between Interstate 64 in Spencer County, Indiana, and Interstate 70 in the Town of Cloverdale in Putnam County, Indiana as well.

We need to take INDOT's idea of the U.S. Route 231 Highway as a 'Statewide Mobility Corridor' to the next level by converting the entire stretch of U.S. Route 231 Highway into a four-lane divided highway between Interstate 64 in Spencer County, Indiana, and Interstate 65 in the vicinity of the Tippecanoe County and White County Line.

Third benefit, converting the U.S. Route 231 Highway into a four-lane divided highway will create hundreds of construction jobs for people in the construction industry.

For example, Milestone Construction Contractors will convert the existing U.S. Route 231 Highway into a four-lane divided highway between Interstate 64 in Spencer County, Indiana and the Indiana State Route

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56 north junction with U.S. Route 231 Highway near the East Fork White River. This will convert approximately 21 or 22 miles of U.S. Route 231 Highway into a four-lane divided highway.

Second example, Rieth Riley Construction Contractors will convert the existing U.S. Route 231 Highway into a four-lane divided highway between the Indiana State Route 56 north junction with U.S. Route 231 Highway near the East Fork White River and the U.S. Route 50 Highway at the City of Loogootee in Martin County, Indiana. This will convert approximately 13 miles of U.S. Route 231 Highway into a four-lane divided highway.

Fourth benefit, converting U.S. Route 231 Highway into a four-lane divided highway will encourage economic development along the new U.S. Route 231 four-lane divided highway between Interstate 64 in Spencer County, Indiana, and Interstate 65 in the vicinity of the Tippecanoe County and White County Line.

For example, Goodyear Tire Company will build or construct a manufacturing facility at the Interchange on Interstate 70 and the new U.S. Route 231 four-lane divided highway at the Town of Cloverdale in Putnam County, Indiana. This manufacturing facility will produce rubber tires for passenger vehicles, and this manufacturing facility will employ approximately 1,000 to 2,000 people.

We must think and do, what is in the best interest for U.S. Route 231 four-lane divided Highway, and the best interest for the U.S. Route 231 four-lane divided highway, in this instance, is thinking with a pro-business and pro-highway mentality.

Response

Thank you for your supportive comments. For further feedback on these comments of support, please refer to **Standard Response 5.1**.

Regarding an upgrade of US 231, this was reconsidered in the FEIS as **Alternative R**. After this reconsideration, the preferred alternative remains **Alternative P**, which is a new terrain roadway proximate to existing US 231. For details regarding this decision, please refer to **Standard Response 2.3**.

The facility type for the Mid-States Corridor will not be determined until Tier 2 studies. Both Super-2 and four-lane divided expressway designs will be evaluated in Tier 2 studies. For further details, please refer to **Standard Response 2.8**.

All access decisions will be made in Tier 2 studies, and are not being made as part of this Tier 1 FEIS/ROD. Such decisions include access to businesses and residences, treatment of railroad crossings, and type of access (interchange vs. at-grade). For more details, please refer to **Standard Response 3.7.1**.

Consideration of possible upgrades to US 231 north of I-69, as well as access to the south from Kentucky, are beyond the scope of this project.

Nowotarski, Mark

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

3.16 – Threatened and Endangered Species

5 – Comparison of Alternatives

Comment

My name is Mark Nowotarski and while I am I opposed to any new terrain highway, I wanted to address the comparison chart in Chapter 5 on page 5 – 3. If Alternative P is supposed to be the recommended proposed route, why does it chart not add up?

1. Why would you add together for total time travel savings? People don't drive to all the destinations. And where are the locations- from Jasper, from crane, etc. it appears in this manipulated so this study can show what the advocates want.
2. Alternative B is the clear choice for increase in labor force access.
3. alternative B is the least costly.
4. alternative B requires the least number of miles at 33 versus 54 for P.
5. alternative B wins for new rights-of-way.
6. alternative B has the least number of potential relocations.
7. alternative B has the least cultural impact.
8. Alternative C has the best ratings for protected species.

How does this all add up? It is obvious the study simply manipulates the data and the story around everything to justify a route that really doesn't make sense.

Again, this entire project and the study is proof that a new terrain highway should not be built. The improvements to the existing US231 are all that is needed. Let's save the communities a lot of grief, taxpayer dollars, future financial burden, and devastation to the environment and climate issues.

Response

Multiple origin-destination pairs representing key travel patterns were identified by an analytical process which included input from a wide range of stakeholders. Please refer to **Appendix CC – Purpose and Need Appendix, Accessibility Analysis Appendix**. Summing the time savings for all origin-destination pairs provides a comparative assessment of the ability of alternatives to satisfy a broad range of accessibility needs throughout the project area.

As described in **Chapter 5 – Comparison of Alternatives, Alternative B** and **Alternative C** had inadequate performance on the Purpose and Need. See in particular **Table 5.2**. Please refer to **Standard Response 2.1** which describes that environmental factors are not elevated above other factors in a NEPA decision.

The observation that **Alternative P** is longer than **Alternative B**, and for that reason requires more right-of-way, is correct. As **Table 5.2** documents, the performance of **Alternative B** on the Purpose and Need is the poorest of all alternatives.

Regarding the ability of announced improvements to US 231 to satisfy the Purpose and Need, please refer to **Standard Response 2.2**.

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Regarding potential relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding potential cultural resource impacts, please refer to **Standard Response 3.13.1**.

Regarding potential impacts to listed species, please refer to **Standard Response 3.16.1. Alternative P** has the lowest potential impacts to listed species of any alternative which satisfies the Purpose and Need.

Lubbers, Whitney

3.3 – Social Impacts

3.4 – Economic Impacts

3.10 – Noise Impacts

Comment

I wanted to take this time to show my support of preserving Sultan's Run Golf Club and minimize / eliminate the negative effect that the Mid States Corridor could have on the Sultan's Run property.

Sultan's Run Golf Club brings nationwide visitors to our area and continues their evolution of significant growth each year. This outdoor attraction was a saving grace to keep tourism efforts afloat in 2020, allowing for safe visitation activities in a time of despondency. In 2021 and now 2022, the future looks brighter than ever for this attraction with even grander plans already in the works.

In addition, the owners of the property invest in the community through a trifold of personal investment, partnership, and volunteer work. They understand the importance of community and work hard towards bringing valuable assets to visitors and locals alike as well as strive to make the county and communities a better place to live, improving overall quality of life.

It would be a travesty for the Mid-States Corridor to negatively impact this magnificent current golf course and future multi-tiered attraction to our area.

I respectfully request the Mid-States Corridor Project Team to fully review Chris Tretter's email below and eliminate all possible negative impact the Mid-States Corridor could potentially have for this attraction by making sure the route is carefully considered and that the proper sound barriers / etcetera are established. (See **Comment 0105**, which this commenter reproduces in its entirety).

Response

- Please refer to response to **Comment 0105**, which addresses the issues stated in this comment. That response describes meetings with golf course officials after the closing of comment period to exchange information and discuss these and related issues.

Seals, Jody

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

Comment

I believe that the Mid States Corridor is a bad idea. It will destroy crucial farming land, wetlands, and destroy generations of homes. It will not save any huge amount of time with travel and is a horrible idea. It is destroying more than helping.

Response

Schroerig, John

2 – Alternatives

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.13 – Cultural Resource Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Being a long-term resident of Dubois County, a business owner, and paying my fair share of taxes, I am opposed to spending anymore tax dollars for any further studies or for the proposed new terrain Mid-States Corridor advancement. I would support improvements to HWY 231 that Governor Holcomb already has delegated funds for, which would meet the needs of majority, and average, local residents. When we first heard of mid states corridor, it was supposed to be I-69. Well, we got that and now they want to add another ‘mid states’ corridor? REALLY? I remind you that I 69, is only 20 miles from Jasper to Petersburg, this is our connectivity to I-69 we have inflation costs are outrageous, gas price hikes, taxes will increase with all the federal govt handouts, financial strains across the board for middle- and lower- class people. We cannot face more taxes for this construction or for maintenance and upkeep of new terrain. There are minimal gains noted in the DEIS for only the truck industries, and businesses that are financially supporting this study for their own benefit. This study is swayed to their needs and their pocketbooks.

For example, tell me why in the DEIS, when you are comparing the alternative routes in costs, you list a descriptive comparison for each route, when it came to route P you did not even mention the cost. You list O as “high costs and high impacts to many resources” and “unfavorable ratings on new acres of right of way and costs”. Route M “least favorable rating on cost and new right of way and length”. Route B “half the cost of most expensive and shortest route” and “2nd favorable for new right away”. Route C “most favorable of new acres of right of way, and second favorable for cost” (DEIS chapter 5.1.1 thru 5.1.5). Talk about trying to sway this study for those that paid you, for their outcomes, and benefits. Route P is the second longest route, and will cost 735 million dollars to 1,052 billion, (3rd highest cost) with 2,497- 3,226 acres for the new right of ways (3rd highest). These costs include only construction costs and exclude additional costs such as right of ways, relocations, designs, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add another 2 billion dollars on top of this. Compare this cost to the minimal travel time gained and the cost does not outweigh the minimal gain.

This is a fiscal waste of money to build a new road! The upgrades to HWY 231 should be enough, so improved that roadway and widen it. It is less than 10 miles to get from south side of Jasper to north side of Jasper, so no bypass is needed. I hope that you take into consideration the farm grounds that would be lost, the environmental changes that this unique beautiful southern part of the state will lose, loss in wetlands, and forests, in addition to increased pollution, drug and sex trafficking, decrease water and soil quality, homes, and businesses, and even National Historic homes will be destroyed, and legacies. I vehemently oppose any new terrain as we cannot fix and maintain our current highway systems.

DO NOT BUILD THE MID-STATES CORRIDOR

Response

Regarding the rationale for the selection of the preferred alternative in **Chapter 5 – Comparison of Alternatives**, the text cited in the second paragraph is a summary of quantitative measurements which also are provided in **Chapter 5**. Please refer to **Table 5.1**.

Regarding the ability of announced improvements to US 231 to satisfy the Purpose and Need, please refer to **Standard Response 2.2**.

Regarding the role of earlier studies for this project, please refer to **Standard Response 1.2**.

Regarding the significant benefits provided by the Preferred Alternative, please refer to **Standard Response 2.6**.

Regarding providing complete project costs, please refer to **Standard Response 2.10**. The costs in **Table 5.1** include estimated costs for right-of-way, relocations, design, construction management, utility relocations and contingencies.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Regarding impacts to wetlands, please refer to **Standard Response 3.18.1**.

Regarding impacts to forests, please refer to **Standard Response 3.21.1**.

Regarding stream impacts, please refer to **Standard Response 3.19.1**.

Regarding groundwater impacts, please refer to **Standard Response 3.20.1**.

Regarding air quality impacts, please refer to **Standard Response 3.9.3**.

Regarding the potential increased drug and sex trafficking, please see **Standard Response 3.3.1**.

Regarding impacts to cultural resources, please see **Standard Response 3.13.1**.

Regarding levels of expenditures to maintain existing highways, please refer to **Standard Response 2.1**.

Tokarski, Thomas and Sandra

Comment

2 – Alternatives

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

For many people Indiana's current state motto is: Easy to get through, no reason to stay. We must change that negative image of our state. It's hurting all of us.

Indiana cannot afford another highway that would destroy valuable farmland, forests and cause other unacceptable environmental damages.

Also, there is no credible cost estimate for this project now, but inevitably, if approved, any current estimates would increase enormously. That is the normal pattern for these types of wishful thinking road projects. Indiana cannot properly maintain its existing roads, why do we keep adding more to the funding backlog? We need to fix the roads we have and not continue to overextend our road system on more unnecessary, destructive road projects. Indiana is long overdue to begin planning for the diverse transportation needs of the future, not the past.

There is an increasing need and demand for forests and other natural areas in Indiana. Our citizens desire and need these places to escape the stresses of cities and modern life, to reconnect with our natural environment. They eagerly use these natural areas, places where they can relax and improve their mental health. Many of these areas are already overused. Increasing and expanding natural areas for the mental and physical benefits of our citizens is imperative.

In light of current worldwide food shortages, farmland should not be buried under concrete. Land and our agriculture communities must be preserved to grow our food. "We cannot eat concrete" (Words of a native Hoosier farmer).

Climate change is real and it is here now. Clearing more forests to create more carbon emitting pollution will only make the problems worse for all of us. The Mid-States Highway Corridor is an oldfangled, ruinous plan that exemplifies backward thinking.

Most Hoosiers hope that the state has enough sensible people in leadership positions who will demand that INDOT drop the proposal to build the Mid-States Highway Corridor. Political contribution should no longer be a reason to spend our tax dollars on harmful projects.

Response

Regarding providing expanded natural areas, such programs are not within the purview of the Indiana Department of Transportation. For more specifics, please refer to **Standard Response 2.1**. As it notes, by law most sources of transportation funding are not available for non-transportation purposes. This response also addresses INDOT funding for maintaining existing roads.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

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Regarding forest impacts, please refer to **Standard Response 3.21.1**.

Regarding the complete nature of the cost estimates provided in the EIS, please refer to **Standard Response 2.10**.

Regarding the impacts of land cover changes to climate change, please refer to **Standard Response 3.9.1**.

George, Paul and Albright, Warren

President, Martin County Board of Commissioners

President, Martin County Council

Comment

0 – Summary

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Please be advised that at the May 31, 2022 meeting of the Martin County Board of Commissioners, the Board voted unanimously to protest the Mid-States Corridor Alternative P as proposed with regard to Martin County. The Martin County Council also voted unanimously to protest Alternative P at its meeting on June 6, 2022. As the elected representatives of the citizens of Martin County, the Commissioners and Council have followed the progress of the Mid-States Corridor Project Team, attended public hearings, and examined the Draft Environmental Impact Statement that has been issued. The Commissioners and Council members have also been contacted by a number of Martin County citizens who have presented their objections to Alternative P.

The concerns regarding this proposal are many. Primary among those concerns are as follows:

1. The usurpation of more Martin County land for this highway. 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.
2. The forced taking of the residences and property of Martin County residents that have worked for years to purchase, build, and maintain those residences for the betterment of themselves as well as their community. There are also instances where properties would not be taken, but are divided by the proposed highway. This will create difficulties for those property owners in the use and enjoyment of their properties.
3. This proposed highway project has been organized, derived, and propagated without any input from any input of anyone from Martin County. The Mid-States Corridor Project Team has been developed and supervised by a group of directors from Spencer and Dubois Counties. It is unfathomable that anyone from Spencer County has any understanding or concern about the effect of this highway project in Martin County and upon its citizens. Spencer County already has a newly-constructed US Highway 231 from the Ohio River Bridge to the Dubois County line. There will be no aspect of any of the considered alternatives for this project that will affect Spencer County in any manner.
4. We in Martin County recognize the need and desire for highway improvements through Dubois County. As Commissioners and Council, we recognize that we from Martin County have no authority to make such decisions or recommendations for how those improvements are planned or developed, nor should we. However, there should have been input from representatives of Martin County from the onset of the project with regard as to how the project could and should affect those in Martin County.
5. 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. The Commissioners and Council struggle with the profound affect upon the citizens of Martin County of new construction with little benefit to be attained by the new construction and disruption of the lives and livelihoods of the citizens of Martin County.

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6. 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. The concept of a super-two highway could easily and more economically serve the purposes of the project as defined by the mission statement of the Corridor Project. The idea of wider traffic lanes as well as wider shoulders should promote safer and more efficient travel through Martin County with a less drastic affect upon the citizens of Martin County.

7. 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. County and City government have spent hundreds of thousands of dollars in economic initiatives and expended hundreds of hours in order to promote economic development for Martin County and the City of Loogootee. The Commissioners and Council readily acknowledge the economic engine that Crane and Westgate provide for the area. However, Crane and Westgate need for a healthy and involved City of Loogootee and Martin County to work together for the continued strength of the entire region. That would be best served by the continued inclusion of the City of Loogootee as part of that region, not just as a sign as an exit from the proposed new highway.

These are but a few of the numerous objections that should be noted about the development of this project and the construction of a new highway through and affecting Martin County. The Martin County Board of Commissioners and the Martin County Council object to Alternative P as proposed for Martin County. It is the recommendation of those affected in Martin County that the Corridor Team review Alternative P with regard to Martin County and that a different plan be developed with the advice and participation of those who will actually be affected by the proposals and implementation of any highway construction. All parties agree that efficient, safe highways benefit all citizens. It is the position of those in Martin County that there are other matters to be considered as well.

Response

Ongoing consultations have occurred with Martin County officials and stakeholders in response to this and other comments. As a result of these consultations, the decision has been made to defer identifying a final alignment at Loogootee until Tier 2 studies. Please refer to **Standard Response 3.4.2** for specific information. These local consultations will continue into Tier 2 studies. These consultations will consider the effects of various alignments on economic activity in the city of Loogootee. Please refer to **Standard Response 3.4.1** for details.

Regarding the amount of land which currently is owned by federal and state governments, please refer to **Standard Response 3.4.4**. Currently, 31.65 percent of Martin County land is owned by the federal government, and 3.14 percent is owned by the State of Indiana. **Alternative P** may impact up to an additional 0.34 percent of Martin County land. This response also states that the short-term loss in property tax revenues is estimated to be between \$50,000 and \$74,000 annually. However, this is expected to be offset by increases in sales taxes, property taxes from increases in property value, business taxes and other taxes which will be collected due to increased economic activity.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**. Please also refer to **Standard Response 3.5.3** which describes how unique relocation circumstances will be considered in Tier 2 studies.

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As stated earlier, INDOT and the project teams have initiated enhanced outreach to local officials and stakeholders. These build upon extensive public outreach which has occurred since the beginning of the project. For a description of this outreach, please refer to **Standard Response 7.2**.

Regarding the role of the Regional Development Authority (RDA), please refer to **Standard Response ES.1**. As it notes, the RDA has not directed the study or its findings.

The FEIS documents travel time benefits along the existing US 231 corridor. A portion of this corridor serves Martin County. Please refer to **Table 2-6**.

An upgrade of existing US 231 was evaluated as **Alternative R**. In comparison with **Preferred Alternative P**. Please refer to **Standard Response 2.3** and **Section 2.5.1** in the FEIS. The combination of lower performance and high impacts to human resources precluded its further consideration.

Zins, Alicia

2 – Alternatives

Comment

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 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

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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 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?
 - 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.

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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 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?

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- 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 P and to 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.
 - 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.

Thank you for considering all my points and questions above. 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.

Response

In response to this and other comments, the final selection of the routing of **Refined Preferred Alternative P (RPA P)** in the vicinity of Loogootee is being deferred to Tier 2 studies. This Tier 1 FEIS identifies four variations at Loogootee which will be carried forward into Tier 2 studies. These include a variation west of Loogootee shown as the preferred alternative in the DEIS, a variation through

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Loogootee using existing US 231, and two variations east of Loogootee. Please refer to **Standard Response 3.4.2**, and FEIS **Section 2.5.2** for details.

Comments regarding the potential to negatively impact existing businesses in Loogootee was one of the factors which resulted in the decision to consider multiple variations in Tier 2 studies. Please refer to **Standard Response 3.4.1** for additional information.

As your comment notes, land which is used for the highway will not be available for other uses in the future. Please refer to **Section 3.30 – Irreversible and Irrecoverable Resource Losses**. As it notes, the project is anticipated to provide long-term benefits to the agricultural industry, including better and more reliable market access, lower transportation costs and reduced costs for supplies such as seed and fertilizer.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**. As it notes, the level of impacts to agricultural land is consistent with the size and location of the Mid-States Corridor project in a predominantly agricultural area.

Regarding the range of potential approaches to address the area's accessibility needs, please refer to **Standard Response 2.1**. It describes that the FEIS considered initiatives such as autonomous vehicles, freight rail and a variety of non-highway and non-transportation initiatives.

Regarding the legislation creating the Mid-States Corridor Regional Development Authority (RDA), please refer to **Standard Response ES.1**. It describes that this legislation is applicable throughout Indiana to form RDAs which can fund and develop transportation, economic development or intermodal transportation projects.

Regarding the potential effects of the project on the region's Amish residents, please refer to **Standard Response 3.8.1**. This and similar comments were a factor in deciding to defer to Tier 2 studies the decision about the alignment of the project at Loogootee.

Regarding the potential effects of the project to local tax revenues, these are considered in the FEIS. Please refer to **Section 3.4.3.2 – Local Property Tax Impacts**. Also please refer to **Standard Response 3.4.4**. These sections also discuss the potential for economic development from the project to increase property tax revenues in the long-term.

We acknowledge the STEM program in Loogootee Community Schools, and its support of employee development for workers at NSA Crane. As a large regional employer, NSA Crane and affiliated businesses attract employees regionally. The need for improved access between Crane and Dubois County was cited by 12 of 18 regional economic stakeholders interviewed to support the development of the Purpose and Need statement. Please refer to the *Economic Interview Appendix* in **Appendix CC – Purpose and Need**. Such input was provided by officials of Jasper Engines and Transmissions, Meyer Distributing, OFS Brands, Radius Indiana and Purdue Foundry at Westgate.

West Boggs Park is owned and managed by the Daviess-Martin Joint County Parks & Recreation Department. Improvements there are not within the purview of this study.

The remainder of the comment is grouped under four points, each with subpoints. The remainder of this response is organized according to these points.

1. Announced improvements to US 231.

Regarding announced improvements to US 231, please refer to **Standard Response 2.7**. Construction on these improvements is anticipated to begin no sooner than the 2026 construction season. Their exact location will be determined in the following Tier 2 studies. Potential traffic improvements within Loogootee will be considered as part of Tier 2 studies of variations of **Alternative P** at Loogootee.

The benefits of these US 231 improvements were considered as part of the traffic analysis for **Alternative P**. Please refer to **Standard Response 2.2**. The future year traffic forecasts for all alternatives incorporated the completion of I-69 between Evansville and Indianapolis.

2. Previous studies and traffic analyses

Regarding earlier transportation studies in this area, please refer to **Standard Response 1.2**. These were different studies for different purposes. The Mid-States Corridor FEIS traffic analyses account for present levels of population and employment, as well as forecasted growth in population and employment until 2045.

The purpose of the project is to improve regional accessibility over long distances. It is not designed to address local traffic issues. Please refer to **Standard Response 2.6**, which also describes the significant benefits offered by **Alternative P**. This response also states that congestion relief is an “other desirable outcome.” The potential for congestion relief was not used to identify the preferred alternative. Local traffic operational issues generally are managed by cities and counties, and are not addressed by this study.

Regarding the location of businesses adjacent to I-69, major industrial employers were located in Dubois County well before the planning and construction of I-69 from Evansville to Indianapolis.

3. Role of Regional Development Authority (RDA)

Regarding the role of the RDA, please refer to **Standard Response ES.1**. This response describes how membership in any RDA in Indiana may be expanded. Questions about the RDA, including its financing and governance, should be directed to the RDA.

4. Comparison of Alternatives and Identification of Preferred Alternative

The goals and performance measures for this study were determined through a robust technical analysis and wide-ranging input from business and economic development officials. This process is detailed in **FEIS Appendix CC – Purpose and Need Appendix**, including its three appendices. Following are brief responses to each subpoint. Please refer to **Appendix CC** for details.

- **Point a.** The technical analysis and interviews included all 12 counties in the Study Area. The RDA did not participate in these activities.
- **Point b.** Performance and impacts for each route were compared to those for all other routes. Please refer to **Chapter 5 – Comparison of Alternatives**, especially **Table 5-1** and **Table 5-2**.
- **Point c.** Multiple stakeholders identified improved access to Crane from the south as a need. Please refer to *Purpose and Need Appendix: Economic Interviews* in **Appendix CC**.
- **Point d.** The DEIS evaluates travel time improvements for approximately two dozen origin-destination pairs. These are part of providing a robust assessment of Study Area travel needs. Please refer to *Purpose and Need Appendix: Accessibility Analysis* in **Appendix CC** for details.

- **Point e.** The need for increased access to the labor force was cited in interviews with economic development and business leaders. Please refer to *Purpose and Need Appendix: Economic Interviews* in **Appendix CC**.
- **Point f.** Both Indianapolis and Louisville intermodal locations were identified as important for business shipments. Please refer to *Purpose and Need Appendix: Accessibility Analysis* and *Purpose and Need Appendix: Economic Interviews* in **Appendix CC**
- **Point g.** Dozens of potential alignments were considered in determining a succession of conceptual and preliminary alternatives. Please refer to *Preliminary Alternatives Appendix* in **Appendix D – Screening of Alternatives Report**. This process comprehensively reviewed potential routes and alternatives throughout the Study Area.
- **Point h.** Alternative C was not identified as the Preferred Alternative because of its inability to adequately satisfy the project core goals. Please refer to FEIS **Section 5.1.2 – Alternative C**.
- **Point i.** All 28 conceptual alternatives considered are described in *Preliminary Alternatives Appendix* in **Appendix D**.

Regarding the final statement, the project purposes identify the need for increased regional accessibility. This assessment does not find that US 231 is “failing.”

Goodpaster, Chrystal

0 - Summary

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

My name is Chrystal Goodpaster and I live in Loogootee, IN (Martin County.) I am AGAINST the proposed Mid-States Corridor.

There are many reasons I am against the Mid-States Corridor. I am against it for personal reasons: it will impact my neighbors and my town in a negative way. Neighbors will lose their homes, businesses, and land that has been in their family for generations. My small town will dry up as businesses close, homes and tax bases are lost, and our school system degrades as families leave. I am against it as a taxpayer: I believe it is an unnecessary, fiscally irresponsible idea that is being supported by some powerful business owners and government officials in Jasper, IN (Dubois County) who will benefit financially at a high cost to others outside their immediate community.

It is estimated that between 100 – 150 homes will be lost, the vast majority in Martin County. Over the years Martin County has lost taxable land to NSWC Crane and the State Forest. The county does not have a large tax base, and the corridor would cut tax revenues even further. According to the Indiana state website, the certified budget for Martin County in 2021 was about \$6.3 million. The corridor would cause a loss of about a quarter of a million dollars in tax revenue. Martin County, like many other counties in the area, has a housing shortage. Losing a home would bring a hardship to the displaced, especially if they wish to remain in Martin County. And ancestral land for others would be lost forever.

The corridor would shutter many businesses in Loogootee, including restaurants, boutiques, and gas stations because the customers would be by-passing the downtown area. Just up Hwy 231 from our home is a greenhouse/nursery that we have supported and watched grow over the years. The corridor would take this Amish family's land and destroy the business. Just across Hwy 231 from our road is an abandoned gas station that is currently being refurbished for new businesses, including a meat processing and sales area and a café. The corridor would destroy those businesses before even began they began. Our local population is trying to improve and grow our small town; this corridor would physically destroy businesses and those left standing would close due to loss of easy access for customers and loss of customer base.

We have personal friends who will be forced to give up land that their families have farmed for generations. We have Amish friends and neighbors who will lose the land they live and work on, and the land they bought for their children to live and work on. The world population is growing - how will we feed people if we keep taking tillable acres to build unnecessary roads?

Our school system will suffer losses due to loss of tax base, loss of people, and the housing crisis that will be amplified because of this corridor. Families will be forced to leave and no new ones will move to a

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dying town with limited housing and limited businesses. Fewer kids = fewer tax dollars = school suffers. Loogootee Community Schools (LCS) is one of only 3 school districts in southern Indiana that has an elementary and high school STEM program certified by the Indiana Department of Education. The LCS elementary and middle schools were selected as a 2021-2022 PLTW (Project Lead the Way) Distinguished Schools. Loogootee High School offers dual credit opportunities that enable students to graduate with an associate degree while in high school. 81% of graduating seniors earn college credit while attending Loogootee High School. Lion Manufacturing, a high school student-ran business, has recently been given a \$5000 grant from Conexus and has received many other recognitions. Our community is very proud of the hard work our students and faculty put in to making LCS a success, and one of the best small schools in Indiana.

We have community members who volunteer many hours behind the scenes, working toward improving Loogootee. Loogootee has a Beautification Committee, a CALL (Community Action Leading Loogootee) committee, and many church and other civic volunteers. We actively work to make Loogootee a better place to live. I am a board member of the Loogootee Public Library and just before the pandemic hit, we opened our new library building. Many in our community have spent tireless hours on fundraising to help pay for it. Losing tax revenue will harm this community asset, and I am afraid there will not be enough people left behind to contribute to fundraising efforts to help make up that difference. So many quality-of-life issues will arise with the Mid-States Corridor cutting our community apart.

The planned Mid-States Corridor is an unnecessary road, in any of the studied paths. The governor has approved \$75 million to improve Hwy 231 in Dubois and Martin counties, which will include passing lanes, travel lanes, and intersection improvements. The proposed Mid-States Corridor would run parallel to Hwy 231, which runs parallel to Interstate 69 in our area. Studies have suggested that for approximately one BILLION dollars for 54 miles of corridor, just a few minutes of travel time would be saved.

I believe the fiscally (and morally) responsible thing to do in this situation is to put those dollars into maintaining and improving the infrastructure we already have, instead of neglecting existing roads and bridges. Based on what we have seen with I-69, building a new terrain road would add, almost immediately upon completion, to the list of roadways that need maintenance.

Further, I am appalled at SB-128, which established the Regional Development Authority (RDA) and eliminated the voice of the private citizen. Those on this RDA are authorized to make final decisions about this corridor. This RDA seems to be packed with those who have their own special interest in mind. This RDA consists of representatives from Dubois and Spencer counties, and not a single person from Martin County, which will feel the brunt of the impact (all negative) from this corridor. This RDA seems to be shrouded in secrecy, redacting the names of financial supporters. As a citizen and taxpayer, this angers me.

I am sure there is a solution to Jasper's traffic issue using our existing roadways, at a fraction of the cost of a new terrain corridor. The responsible thing to do is to focus on seeking those solutions and to involve those whose lives will be impacted in the decision-making process. Give the people a voice!

Response

Many comments have been received about the potential for changes in traffic patterns in and near Loogootee to have undesired economic effects. Ongoing consultations have occurred with Martin

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County officials and stakeholders in response to this and other comments. As a result of these consultations, the decision has been made to defer identifying a final alignment in Martin County in the vicinity of Loogootee until Tier 2 studies. Please refer to **Standard Response 3.4.2** for specific information. These local consultations will continue into Tier 2 studies. These consultations will consider the effects of various alignments on economic activity in the city of Loogootee. Please refer to **Standard Response 3.4.1** for details.

Preferred **Alternative P** is forecasted to provide significant benefits to the Study Area, including Martin County. Please refer to **Standard Response 2.6** for details.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**. Regarding the availability of replacement housing, please refer to **Standard Response 3.5.2**. To the specifics of the comment, the following additional information is offered. **Table 3.5-1** in the DEIS shows that total relocations for **Alternative P** range from 109 to 149. Of these, 77 to 100 are residential relocations. The remaining relocations are business, institutional and agricultural relocations. Within Martin County, **Alternative P** has 24 to 34 relocations, with 16 to 19 of these being residential relocations. Approximately 20 percent of **Alternative P's** residential relocations are in Martin County.

Regarding impacts to property tax receipts, please refer to **Standard Response 3.4.4**. The short-term loss in Martin County property tax revenues is estimated to be between \$50,000 and \$74,000 annually. However, this is expected to be offset by increases in sales taxes, property taxes from increases in property value, business taxes and other taxes which will be collected due to increased economic activity. These increases in local tax revenues can provide more support to local needs, such as education.

Outreach continues with the Daviess/Martin counties Amish community. Please refer to **Standard Response 3.8.1** for specifics. Additional meetings with the Amish community occurred after the close of the DEIS comment period. Continuing input from the Amish community will be an important consideration in identifying a single alignment in Tier 2 studies.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Regarding the announced US 231 improvements, please refer to **Standard Response 2.2**. These local improvements do not satisfy the Purpose and Need for the project.

Regarding the investments which INDOT makes in maintaining the existing highway system, please refer to **Standard Response 2.1**.

Regarding the role and membership of the Regional Development Authority (RDA), please refer to **Standard Response ES.1**. As it notes, the RDA does not direct the study or its findings.

Regarding congestion in Jasper, it is not the purpose of this project to address this. Please refer to **Standard Response 2.6**. It describes that congestion relief is an "other desirable outcome," and is not used to identify the Preferred Alternative.

Regarding the extent of the Public Involvement process for the Mid-States project, please refer to **Standard Response 7.2**.

Mason, Marion

1 – Purpose and Need

2 – Alternatives

3.2 – Land Use Impacts

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I, Marion Mason of Odon, Indiana, am writing to state my opposition to the Mid-States Corridor and the preferred alternative route P as described in the draft environmental impact statement.

I support a no-build option including already funded improvements to US 231 in Dubois County and upgrades to the existing US 231 from I64 to I69.

There are numerous reasons I cannot support this project. I will highlight a few.

1. The “need” changed from safety and congestion relief to economic development and reduced travel time. While some economic development may be a boon to some areas (ie Jasper outskirts), in others the proposed road would bypass small communities leading to economic devastation there (ie Loogootee). I69 has already negatively impacted businesses located along US 231, and we’ve yet to see any real economic boom along that corridor. INDOT’s traffic count database says 4-6,000 vehicles travel US231 daily. According to INDOT it can handle 10,000 with a threshold of 21,000 so it is far from being congested. If there is congestion in certain areas such as downtown Jasper, then traffic management should be the first response or a bypass around that city, not a billion dollar highway that impacts multiple counties, displaces over 100 residents, takes away valuable farmland, and reduces property values. Safety will not be improved by the proposed route as farmers still have to cross and use it with their large, slow vehicles and school busses still have to use and cross it (without the aid of traffic signals). In reality, 5 minutes of saved travel time is not worth the billion dollars to fund this route.

2. The proposed route fails to address and/or fully meet the stated goals, performance measures, and purpose/need statements published by the RDA. The route would heavily restrict development within the limits and annexation radius of the city of Loogootee, the community most geographically and readily positioned to meet the defense sector (NSA Crane) workforce housing needs. It does not meet the stated project goals better than alternative routes. It disproportionately affects the Amish and Mennonite communities by introducing extraordinary risk for their non-motorized travel to access Loogootee for food, healthcare, and business. The proposed western bypass of the City of Loogootee does not meet the goals of a variety of existing plans including the Martin County Quality of Life and Workforce Attraction Plan, Daviess County Quality of Life and Workforce Attraction Plan, Comprehensive Indiana Uplands Regional Housing Study, Loogootee Community Schools Ready Schools Initiative, City of Loogootee Comprehensive Plan, Westgate@Crane Master Plan, Daviess-Martin Joint County Parks and Recreation Department Master Plan, and others.

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3. Martin and Daviess Counties are NOT represented on the Regional Development Authority, yet are greatly affected by the outcome of this decision.

I firmly believe this issue needs to be reassessed. Traffic management options and improvements to US 231 need to be implemented and evaluated prior to making a decision on a new-terrain, 4-lane, limited access highway that will have more negative results than positive. It was wholly undemocratic to deny public input prior to moving forward with this study. The governor and representatives should know that my vote is tied to their stance on this issue.

Response

Regarding the local improvements to US 231, please refer to **Standard Response 2.2**. As it describes, these improvements do not address the Purpose and Need.

Regarding the No-Build option, please refer to **Standard Response 2.9**. It was fully considered in all analyses of costs, impacts and benefits.

Regarding the modification of the Purpose and Need to show safety as a secondary goal, please refer to **Standard Response 1.1**. All other goals shown as core goals in the draft Purpose and Need were retained as core goals in the DEIS. Economic development has never been designated as a core goal for this project.

Regarding the role of accessibility in planning transportation improvements in rural areas, please refer to **Standard Response 2.1** and **Standard Response 2.6**. Congestion is seldom an issue in rural areas. Rural added capacity projects typically address needs for improved accessibility, which are satisfied by new system linkages rather than congestion relief. **Standard Response 2.6** also describes that alternatives were not evaluated on their ability to relieve congestion in urban areas.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding the potential for negative economic results within the City of Loogootee, please refer to **Standard Response 3.4.1**.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Regarding property values, improved accessibility tends to improve property values. Please refer to **Standard Response 3.4.3**.

Regarding safety in the Study Area, Preferred **Alternative P** will produce significant crash reductions. Please refer to **Standard Response 2.4**. Maintaining safe access for farm equipment will be considered in Tier 2 studies, Please refer to **Standard Response 3.24.2**. Regarding consideration of school bus operations in and near the Mid-States Corridor, please refer to **Standard Response 3.3.2**.

As a matter of clarification, the Regional Development Authority (RDA) did not determine the project goals and Purpose and Need. Please refer to **Standard Response ES.1**. This standard response also discusses membership on the RDA.

Regarding local development plans, **Appendix U – Land Use Plan Review**, reviewed all county and municipal land use plans in effect at the commencement of the project. A total of 39 plans in the 12-

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county Study Area were reviewed. During Tier 2 studies, the current versions of other local plans such as those cited in this comment will be considered.

Outreach to the Daviess/Martin counties Amish community has continued after the close of the comment period. This will continue into Tier 2 studies. Please refer to **Standard Response 3.8.1** for details.

As a matter of clarification, no determination has been made about the facility type for this project. It will not be a limited access freeway. It may or may not be a four-lane divided highway. Please refer to **Standard Response 2.8** for details.

Regarding the extensive public involvement process for the project, please refer to **Standard Response 7.2**.

Klem, Ben

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.17 – Floodplain Impacts

3.26 – Permits

Comment

I have some pretty serious concerns about the mid-state corridor that is possibly being built. I live at 6070s 75w, Ferdinand Indiana 47532. 75W the road I live on already floods pretty regularly, I'm concerned about what will happen when essentially 2 dams will be built to support the roads through the low lying lands. Currently when we get heavy rains 75w only occasionally floods just south of highway 64 just past the railroad tracks. However, 75w currently floods more often about 1/8 mile north of W660S, in addition E 1st street almost always floods East of Huntingburg if we get any amounts of rain. I only mention this because as of now 75 west only floods near the highway once every 2 years or so and that is the only time we are land locked from the rest of the world and it usually subsides within hours. If they are to put the 2 giant land berms in to build the new mid-state corridor I am very concerned it will cause 75w to flood considerably more times a year, in addition to the other areas I previously mentioned, thus trapping all of the residents back that road until the waters subside causing many people to be late/absent for many things including school, work, medical appointments not to mention make emergency responses much more hazardous for both the residents and emergency responders. We have several residents that would end up being land locked causing us all kinds of unneeded problems. In addition, I have concerns once the bypass is built the railroad will want to sit their trains across 75w even longer than they currently do (sometimes hours). These are legitimate concerns of mine in addition to the fact that most of the roads around the county, especially Huntingburg are looking more and more like 3 world roads. We really need to learn to take care and improve what we have instead of building new roads. The traffic planning on 231 is pathetic especially the new light by Dairy Queen. I'm not a traffic expert by trade, but a trained monkey could see that, that intersection would need dedicated left hand turn lanes. There is a ton that could be done to help the flow of 231 through Huntingburg and Jasper without fleecing the public for a road that runs parallel all to save a couple of minutes here and there. Bypasses are generally community killers especially around small towns. A lot of that traffic that came through town stopped at many businesses and spent money generating tax revenue will simply go around and spend their money elsewhere. Please stop wasting taxpayer money on a road that isn't wanted or needed.

Response

Tier 2 studies will include detailed analyses of local access. These analyses will identify local roads which become inaccessible during high-water events. Individual property owners will be contacted to receive information about flooding which occurs. The specific issues connected with County Road 75 W will be considered at that time. These analyses also will assess railroad operating practices which result in grade crossing blockages described in the comment.

Any construction in a floodway requires a permit from the Indiana Department of Natural Resources (IDNR). See FEIS **Section 3.26.6** for more information. This section describes that the required permits will assure that floodway channels are kept free and clear of interference or obstruction that may result in undue restriction to the capacity of the floodway. Please also refer to **Standard Response 3.17.1**.

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Regarding traffic diversion and its effect on local businesses, please refer to **Standard Response 3.4.1**.

Several of the roads cited in this comment are under local jurisdictions, which are responsible for their maintenance and upkeep. Tier 2 studies will analyze access on local roads and consider the effects of the Mid-States Corridor on their traffic flows. Please refer to **Standard Response 3.7.1** for more information.

The Purpose and Need's core goals address regional accessibility needs. Congestion relief is not considered in identifying the Preferred Alternative. Please refer to **Standard Response 2.6** for more information.

Lukomski, Joseph

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I would like to make my opinion known on the preferred alternative route “P”. I am very strongly opposed to this route selection. I do not see anywhere in the DEIS that this alternative makes any significant differences to meet the core goals, purpose, or needs than the other routes, especially alternative “C”.

My name is Joe Lukomski, Jr. I use Highway 231 on a daily basis. I drive it from Loogootee to I-69 and have no issues with time, traffic volume, or just getting to where I need to be. I do not have any issues with the current landscape of 231 going through Loogootee. There are three traffic lights in Loogootee which are all set to properly handle the traffic flow. One traffic light at the split where 231 goes south to Jasper and 50 goes west to Washington has already been widened and set to better handle traffic flow with left and right turn arrows. The same goes for the traffic light in the middle of town I am constantly driving in the town of Loogootee on US 231 taking my grandchildren to practices, school, meetings, church functions, Bible School, sporting events grocery shopping, Dr. visits, eating out, etc. and have absolutely no problem with traffic flow or congestion at any time of the day. I also drive it from Loogootee to Jasper, again with no issues with time or traffic volume, until I arrive in Jasper. A bypass or similar action is needed in Jasper due to the number of factories and just the added number of people living there, but is not needed in Loogootee.

However, roundabouts could be constructed at the traffic signal locations in Loogootee. This could improve safety, operations, and provide the time savings which in turn would fulfil the purpose and need talked about in the DEIS. Additionally, creating a boulevard section through Loogootee along with the roundabouts, could improve drive time as well as creating safety features. It would also enhance the quality of life for the local residents and businesses. These suggestions would reduce any perceived loss of travel time to the same degree as the proposed bypass and not have nearly the economic, social, or political impact as the bypass in alternative “P”. Have the above roundabout and boulevard suggestions been evaluated and considered as an alternative? Has it been considered to obtain funding by way of EDIT monies, Main Street America improvement efforts, S4A Monies or other similar funding alternatives?

Martin County and Loogootee were NOT included in Midstates RDA. Why was that? The needs for Martin County and Loogootee are not the same as the Dubois County and Jasper and Hungtinburg areas. Couldn't Martin County and Loogootee be segregated out and evaluated? If it is felt it could not, please explain why Martin County and Loogootee cannot be evaluated separately. Additionally, studies were

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performed in 1993, 2004, and 2011 for this same roadway but were not deemed feasible. Why was this project brought back from the dead when it was deemed not feasible on three prior occasions? Is there now a small group of people that believe they now have the political influence to get this done? If so, please put the names out to the public so we can see whom we are dealing with.

The impact of this alternative "P" will be extremely detrimental to the Amish community which do a large amount of business in Loogootee. It will require them to travel further than they are currently doing as well as choosing to go to a different area to do their business. It would also create safety hazards for the Amish community due to alternative routes and crossings. It would essentially cut them off from conducting their business, buying groceries, attending Dr. visits, eye Dr. visits etc. Was any of this considered in the proposal to select alternative route "P" and if so please provide detail of the studies and impact details?

Also, was a study conducted on the impact of loss of business to the local businesses in Loogootee? If so please provide the details to this study. If a study was not conducted, which it definitely should have been, please explain why not! Several of the businesses in Loogootee, fast food establishments, dine in restaurants, gasoline stations, car sales, etc. depend on the traffic that comes through Loogootee on US Highway 231 as drop in customers. Was this studied in any manner? If so, please provide the detail and if not, why was a study not conducted?

There were no core goals listed for Martin County, only Dubois County. Why is that? Please explain in detail why Martin County was again left out. Martin County has no roads with higher than average crash rates so why is Martin County being included in the group as a safety concern? Please provide the line of thinking and associated numbers, roads, etc. that lead to a selection of the alternative "P" in Martin County.

How can alternative route "C" have a lower Labor Force Access Range than every other route, especially alternative route "P", when alternative route "C" would provide a much better connection to Washington, Indiana which has a much larger work force than Loogootee? Moreover alternative route "C" is the best performer in almost every Alternative Metrics Table except one and it was not a Core Goal. Alternative route "C" has a connection to I-69, less environmental, social, and economical (both construction cost and disruption of family farm incomes). Alternative route "C" will save hundreds of millions of dollars. Please provide a detailed analysis, based off of a rubric and matrix, of all routes and their performance against two baselines; the first being the "no build" option, and the second being a project of similar scope and need that has been completed in the State.

As far as justification for this project how does INDOT and Federal agencies justify spending millions, maybe even a billion or more, for a corridor between I-69 and US 231 to White River East Fork? The current I-69 runs close to parallel and are between 8 and 12 miles apart from the proposed corridor. US 231 from north of Jasper is not failing from an operational standpoint even though there have been no major improvements. Please provide justification why all of this money needs to be spent on a bypass around Loogootee when it is only about 2 miles north to south and already has a portion of a 4 lane through Loogootee. Why does this need to be done?

Further justification needs to be made in relationship to Governor Holcomb's \$75 million improvement plan. Please provide a detailed review (possibly a presentation) of the impact on this project the improvements slated for HWY 231 in Governor Holcomb's \$75 million plan would have.

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Why was alternative route "C" taken out of many of the comparison decisions for the preferred route? Please explain why. I am curious due to the cost being \$200 to \$400 million less than alternative route "P" along with alternative route "C" having the least impact in nearly every category except time savings which is no longer a core goal, as well as it tying in to Washington which has a much larger work force, pool especially since work force has been targeted as a goal for this project.

Why are the same evaluation metrics being used to justify the need for this project across varying environments? Specifically, how can a bypass around Loogootee be justified in the same manner as a bypass around Jasper? Couldn't the previous comments in this letter concerning roundabouts and a boulevard, account for a decision for NO bypass, but just improvements to US 231? Loogootee is not even close to being as big or congested as Jasper is. They are not comparable at all. So why were the same metrics used for both? A DEIS report for each of the alternatives in the same manner as alternative "P" would provide the public with comparable information and provide a true comparison picture of all of the routes. Can you please address these questions?

Which specific multi-modal locations are sought out for connection and what industries are expected to benefit to be served by this connection? What are the economic impact review sources for this justification of need?

INDOT and Federal Highway struggle now to maintain existing infrastructure. Who will be responsible for maintaining the new US 231 and the current US 231? How will the maintenance costs of the "dead ended" US Highway be offset? Construction costs are at an all-time high and as such the project must be reevaluated and budgets updated along with that. Why is spending over a billion dollars, in 2019 terms and well over that in today's money climate, justified for ONLY a 15-20 minute time savings, with most of this time savings coming from the improvements in the Jasper area, warranted and or justified?

Why were RDA not required to address input from all affected communities? Specifically, why was Loogootee and Martin County left out of the equation? Did any of the design firms, consultants (prime or sub) of their staff contribute to the MidStates Corridor RDA which helped fund the project?

To sum up, this alternative route "P" will adversely affect the surrounding Amish community in Loogootee. It will add time to the first responders' response time which could affect saving lives. School bus routes and longer time for students on the buses will result. How does the Department of Energy view unwarranted projects in availability to create carbon sequestration areas since several acres of farm land will be taken out of production? Please provide your study on this.

One more point: I may be mistaken but I do not believe the Environmental Protection Agency, Indiana Department of Natural Resources, or the Indiana Department of Environmental Management have given their approval on this project. How can alternative "P" be a preferred route without the approval from these agencies? Please explain. Per table 1-2 in the DEIS published report, Martin County has no roads with higher than average crash rates. Wrong way drivers on a divided highway in the Dale, Indiana project were a problem and the road was re-engineered with J turns which is still not a viable option. With all of the points and questions from above, how can this alternative route "P" still be the preferred alternative?

Lastly, there was a \$1 million feasibility study in Northern Ohio looking at converting their existing Highway 23 to a freeway. However ODOT decided in May that based on their preliminary findings that

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none of their six proposed alternatives would reduce the Toledo-Columbus travel time by no more than 13 minutes and that it would cost well over a \$1 billion and further that the Route 23 Connect study should be cancelled. Seems to be a very similar situation to the MidStates Corridor Project. Please do the same for this project, and cancel it! In advance, thank you for addressing my concerns above and providing fact based and unbiased answers to all of my questions and thank you for your time.

Response

Some statements make identical or nearly identical points in different parts of the comment. Such statements are addressed the first time they appear.

Regarding the selection of the preferred alternative, **Chapter 5 – Comparison of Alternatives** describes how **Alternative P** has the best performance of all alternatives in satisfying project goals. Of all alternatives which adequately satisfy project goals, it has the lowest cost and lowest overall level of impacts to key resources. As described in **Section 5.1.2 – Alternative C**, **Alternative C** has inadequate performance on project core goals, and for that reason could not be considered as the Preferred Alternative.

This Tier 1 study identified needs for improved regional accessibility, and identified three core goals for assessing alternatives' ability to improve regional accessibility. Local traffic issues in Loogootee, Jasper and elsewhere were not considered in identifying a Preferred Alternative. Local traffic operational issues generally are managed by cities and counties, and are not addressed by this study. For additional discussion, please refer to **Standard Response 2.6**, which also describes the benefits offered by **Alternative P**.

With regard to traffic flow through Loogootee, please refer to **Standard Response 3.4.2**. It describes that in response to comments on the DEIS, the determination of a final alignment at Loogootee will be deferred to Tier 2 studies, and will not be determined in this Tier 1 FEIS. One variation considered at Loogootee will use existing US 231 through Loogootee. It could consider improvements such as those described in this comment.

Funding sources identified in this comment are not available to INDOT.

Regarding membership in the RDA, please refer to **Standard Response ES.1**. It describes how additional entities may be added to the RDA. This is a regional study of needs within a 12-county Study Area. Alternatives are evaluated for their performance throughout the entire Study Area. The core goals all address regional accessibility needs.

Regarding the role of earlier studies, please refer to **Standard Response 2.1**. It addresses that the current Tier 1 EIS is for a very different project from the DEIS advanced in 2004 and 2011. The Study Area for this EIS is nearly 100 times larger than the Study Area for that earlier project.

Regarding impacts to travel patterns of the Amish community, please refer to **Standard Response 3.8.1**. Potential impacts to the Amish community is another reason for the decision to defer a selection of an alignment at Loogootee to Tier 2 studies.

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Regarding the potential impacts of **Alternative P** upon local businesses, please refer to **Standard Response 3.4.1**. Tier 2 studies will conduct detailed economic impact studies on the effects of variations at Loogootee when selecting a single alignment.

There are no core goals specific to Dubois County. They are described as assessing benefits to “Major Business Markets” and “Southern Indiana.” Southern Indiana refers to the entire 12-county Study Area.

Alternative C had the second-lowest overall performance on core goals of any alternative. Its low performance precluded it from being identified as the Preferred Alternative. Please refer to FEIS **Chapter 5 – Comparison of Alternatives**, in particular **Table 5-2**. The costs, impacts and benefits of Alternatives in NEPA projects are evaluated against each other, and versus those of the No Build. Projects of this magnitude are unique in their affected environments, costs and needs. Comparisons to other projects would not inform the NEPA decision in a meaningful way.

The traffic forecasts used to calculate performance measures incorporate the location and configuration of all major highways in the Study Area, including those cited in the comment. These performance measures show that **Alternative P** has the highest performance of all alternatives. Please refer to **Table 5-2**.

Regarding the improvements to US 231, please refer to **Standard Response 2.2**. These local improvements were identified as part of **Alternative P**. Their benefits are included in the benefits of **Alternative P**. Other groups of local improvements were part of the other alternatives evaluated in the EIS. The local improvements by themselves do not satisfy the core goals of the project.

The purpose for the DEIS routing west of Loogootee was to avoid potential impacts to the human environment within the City of Loogootee. In response to comments, a routing through Loogootee will be one variation of **Alternative P** considered in Tier 2 studies.

The multi-modal locations in Goal 7 were based upon interviews with business and economic development stakeholders. Please refer to *Accessibility Analysis Appendix* in **Appendix CC – Purpose and Need Appendix**.

Regarding added operating and maintenance costs for a completed project, please refer to **Standard Response 2.5**. Please refer to FEIS **Section 2.6.2** which provides added operating and maintenance costs for each alternative.

Regarding the public involvement process for this study, please refer to **Standard Response 7.2**. The public involvement process was extensive and wide ranging. It included six public information meetings, two public hearings, the project office in Jasper, multiple stakeholder meetings, the project web site, “meetings in a box” at libraries throughout the Study Area, social media, flyers and press releases and notices.

Questions regarding sources of financial support for the RDA may be referred to the RDA.

Regarding the effects of **Alternative P** upon school bus routes and public safety response, please refer to **Standard Response 3.3.2** and **Standard Response 3.7.1** respectively. These issues will be addressed in Tier 2 studies.

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Regarding the carbon sequestration effects of changes in land cover, please refer to **Standard Response 3.9.1**.

The U.S. Environmental Protection Agency, the Indiana Department of Natural Resources and the Indiana Department of Environmental Management are participating agencies for this project. They do not have an approval role. The Indiana Department of Transportation directs the progress and decisions for this project, subject to approval by the Federal Highway Administration.

Regarding safety benefits for the project, please refer to **Standard Response 2.4**. While safety is not a core goal for this project and is not used to identify a Preferred Alternative, **Alternative P** has the highest safety benefit of any alternative.

There are significant differences between the types of areas served and project needs for the Ohio Department of Transportation (ODOT) SR 23 Project in Ohio and the Mid-States Corridor project. The Ohio project was to connect two major urban areas, Toledo and Columbus. The Mid-States Corridor Project provides accessibility in multiple directions to a single large center of business and manufacturing activity. The SR 23 project considered only alternatives which were a new freeway connection, or an upgrade of existing SR 23 to free-flow conditions. The Mid-States Corridor Project no longer considers any freeway facility types; all of its alternatives have some level of at-grade access. See <https://www.transportation.ohio.gov/projects/projects/112768> for more information. In view of such differences, INDOT and the project team are unable to comment on a decision made on a project by ODOT.

Sparrow, Kent

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

As a resident who is being negatively impacted by this project, I would like to submit my general comments concerning this project. I oppose the Mid-States Corridor project for many reasons, a few of which I have listed below. Also, I will be referring to the 4-lane 231 highway that runs through Spencer County as a reference in many of my examples.

Retail Merchants: Bypassing towns is very detrimental to retail establishments. These include clothing, food, boutiques, convenience stores, antiques, and many others. Travelers who are passing through our cities will no longer realize the opportunity to notice a store/restaurant/shop and stop to see what it offers. The small-town retail merchants in Spencer County are currently suffering from this issue.

Curves: The newly revised Route P (passing the airport to the west) has 2 very significant curves in the route. These are the most severe curves in the entire route and I believe could be very dangerous as they seem unusual and unexpected to drivers.

Danger: There have been at least 4 deaths and 9 injuries at the 231 4-lane intersections in Spencer county in a short time frame. The danger level of crossing a 4-lane highway is very high. The traffic that needs to cross the 4-lane is much higher in Dubois county than in Spencer county. This could result in many more accidents in Dubois county including school buses which would need to cross daily multiple times.

Proximity to 231: While opposed to the Corridor, I believe that the placement of the Corridor should be farther away from our cities and the existing 231. If the Corridor were farther away, 231 could still be used for alternate transportation instead of being destroyed and the impact to homes would be far less.

Economic Growth: the new Corridor will not bring economic growth to our area. Before selecting a new town to move to, the first item that relocating businesses look at is the unemployment rate in the area. Since our unemployment rate is always very low, this area would not be a good choice when considering a business relocation or start-up. Spencer County has not gained any industry from the 4-lane 231.

Peace and tranquility: Hard to state in words, but the residents in Dubois County enjoy our rural way of life. We need to aggressively preserve our way of life.

Property value: Even if the Corridor doesn't pass through a resident's property, it can destroy the property value just by being in the same proximity. These residents suffer the consequences but have no way of restitution.

Impact to farming: I sympathize with all the farmers that are losing their business. These businesses cannot be moved or replaced. There is no farmland for sale to replace it.

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Thank you for allowing me to submit my reasons as to why the Mid-States Corridor should not be built.

Response

Regarding the impacts of traffic diversion to retail merchants in urban areas, please refer to **Standard Response 3.4.1**. Please also refer to **Standard Response 2.11**. Preferred **Alternative P** is forecasted to produce significant increases in employment, regional gross domestic product (GDP), personal income and employment in key industries. This includes growth in retail services.

Regarding the development benefits of improved highway accessibility in Spencer County, please refer to **Standard Response 2.11**. Construction of I-64 and the upgrade of US 231 has been accompanied by significant population growth in Spencer County, reversing long-term population declines prior to the construction of these facilities.

Regarding the alignment for **Alternative P**, all alternatives satisfy the requirements of the Indiana Design Manual (IDM). The IDM provides for safe roadway designs.

Regarding the safety of US 231 in Spencer County, please refer to **Standard Response 2.4**. It refers to the safety analysis conducted on all state-jurisdictional highways in the Study Area. It found that crash rates on US 231 in Spencer County are less than half the crash rates of comparable highways throughout Indiana.

Regarding school bus operations proximate to the Mid-States Corridor, please refer to **Standard Response 3.3.2**.

As the comment notes, **Alternative P** is proximate to existing US 231. Of the other four alternatives considered in the DEIS relative to US 231, **Alternative B** and **Alternative C** had poor performance on the Purpose and Need and for that reason could not be chosen as the Preferred Alternative. Refer to FEIS **Section 5.1** and **Table 5.1**. **Alternative M** and **Alternative O** had higher performance, but their impacts to several key resources and costs both were high. **Alternative P**, which parallels US 231 through the Study Area, offers the best combination of costs, impacts and benefits.

Regarding a desire for lack of accessibility and accompanying lack of traffic/activity, please refer to **Standard Response 1.3**.

Regarding the ability of improved accessibility to favorably affect property values, please refer to **Standard Response 3.4.3**.

Regarding the agricultural impacts of the Mid-States Corridor, please refer to **Standard Response 3.24.1**.

Chestnut, Daniel

2 - Alternatives

3.1 – Overview and Methodology

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am concerned about the MID STATES CORRIDOR 2 mile alignment in Daviess county 2.5 miles south of I-69. The 2000FT Alignment Does in Fact Impact Documented Known Karst Features. This is the only section of The Shawnee Hills natural region within Daviess County. There are historic Rock houses named Jolliff Rocks that has its own diverse Sandstone Seep ecosystem. There are 40ft. high half mile long sandstone bluffs, named Rocky Branch, with Documentation by the Indiana Cave Survey. These rock shelter formations on each Side of First creek are within the Alignment Area. There is an open shaft coal mine that continuously issues water. These sandstone Bluffs and Coal Mine serve as a Hibernaculum for Indiana brown bats and northern long eared Bats. First Creek Riparian Zone serves as a known documented flyway for these bats to and from their Wintering grounds in these Rock formations And Summer Habitat at the Elnora Bat maternity colony mitigation site and many other Sensitive species of aquatic Life Live in this delicate Sandstone seep ecosystem. There is a huge wetland in First creek Bottom. This Wetland designated a wetland on the newest INDOT topographical maps Within the Alignment Area. There are recent reports of the common mudpuppy (Necturus maculosus) being caught by Anglers in First Creek within the Alignment area. This is the first known report of a mudpuppy associated with the West fork White river or any of its tributaries. This is one of the largest continuous Tracts of Forested Area within All of Daviess County containing Wetland and Riparian Zone and the Only Crawford Upland, Shawnee Hills Region within Daviess County. There is a nature conservancy property named Gantz Woods within the Preferred Alignment. There are also numerous natural water springs that stay wet most of the year, including the hot and dry summer months.

I hope the alignment stays on Hwy 231 until 3 miles south of I-69. A true Environmental Study of This Area will Require "Boots on the ground" and should be studied in a little more detail than relying on Outdated METADATA Without taking into consideration the true biological impacts on this Very SPECIAL AREA of our beautiful county. I know for a fact that environmental people were all over this area when making decisions for I-69 and as you should know it was avoided.

The Jolliff Rocks mentioned above are near and dear to me because they are located on my parent's farm. Originally purchased by my grandparents, it was then passed down to my parents when they were no longer able to take care of it. Hopefully one day it will be passed down to my wife and me. Eventually to our daughter. This farm has always been special to us not only because of the location of Jolliff Rocks, but our families houses were all built on the land. My parents built a house to the West of my grandparents' house. In 2014, not only did my wife and I get married, but we also built a house to

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the east of my grandparents' house. Needless to say this farm is the only home that my mother, myself, and my daughter has ever known. We are a very close family you might say. At one time on one of the area of impact maps, the proposed road was to take all of our houses and farm. More recently the area of impact maps does not show that, so hopefully it stays that way. I have had to have a talk with our young daughter when my wife was in a bad car accident. It included why it happened, why someone would hit her mother, what happened to the only car she has known, and etc. If you could have seen the horror and shock on her face while trying to hold back tears, because it brought me to tears as well. I hope to never have to see that look in her face again. I can only imagine what it would do to her if we had to tell her we had to move everything to somewhere else because we was being forced out and everything was getting torn down for a new road just because some people felt the need to get places faster and was greedy. I just hope and pray that people know what Jesus says about money and greed in the Bible. If not, I imagine they will find out on judgment day.

Now I'm not totally against something being done on Highway 231. I believe there was some money already allocated to upgrading it. I feel like if there were some passing lanes built, more stop lights in towns, and even closing off some of the streets in the bigger town that these items would help. No need in spending a bunch of money to build a road that's needed where there is already the better option of the 231 upgrade. Unfortunately, no matter what is done, there will always be the people that are in a hurry, want to go fast, and will still be accidents.

Please consider every detail, option, and the people when making your decision.

Response

Comments regarding the Jolliff Cliffs are similar, and in some cases identical, to comments submitted by others. Please refer to the response to **Comment 0099**.

Regarding the methodology for impact calculations in this Tier 2 study, please refer to **Standard Response 3.1.1**.

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding unique relocation impacts, please refer to **Standard Response 3.5.3**.

Regarding announced improvements to existing US 231, please refer to **Standard Response 2.2**. As it describes, these improvements do not address the core goals of the Purpose and Need, which describe the need for improved regional accessibility. Consideration of the details of traffic operations within the Study Area's cities is beyond the scope of this study of regional transportation needs.

Regarding impacts to listed species, please refer to **Standard Response 3.16.1**.

Regarding wetland impacts, please refer to **Standard Response 3.18.1**.

Regarding forest impacts, please refer to **Standard Response 3.21.1**.

Regarding impacts to karst resources, please refer to **Standard Response 3.23.1**. Preferred **Alternative P** has no impacts to known karst resources.

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Regarding ecosystem impacts, please refer to **Standard Response 3.25.1**.

Regarding impacts to Gantz Woods, please refer to **Standard Response 3.27.2**.

Regarding the significant reduction in crashes which **Alternative P** is forecasted to produce, please refer to **Standard Response 2.4**.

Gates, Mary

0 – Summary

2 – Alternatives

3.4 – Economic Impacts

3.8 – Title VI/EJ Comments

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

My name is Mary A. Gates and I live along US Highway 231 just south of Loogootee. I am against the Mid-States Corridor. To begin with, there was no opportunity for public input before it was determined to begin the study for the Mid-States Corridor. The Senate Bill that allowed for the formation of the Regional Development Authority (RDA) to raise public/private funds for the study removed the provision for a public referendum. This took away the right of citizens affected to have a say in the matter.

The estimated cost of this Corridor is \$735 million to \$1.05 billion, and that is not taking increases in future costs into consideration, or including upkeep and repairs to the Corridor. The State is already planning to invest \$75 million to improve US Highway 231. These improvements will add travel lanes, passing lanes, and intersection improvements along US 231, which will make the highway safer and improve congestion in the Jasper and Huntingburg areas. Spending millions to a billion dollars more to build a road parallel to an improved US 231 is not being fiscally responsible. This spending will take money away from other highway projects across the state that are actually needed. This Mid-States Corridor will only save about five minutes on the trip from Jasper to Indianapolis. This does not warrant the wasting of our tax dollars on duplicating highway services. The Federal Highway Administration has stated all focus and resources should be toward fixing existing roads and bridges versus adding new. This would be a much better investment, and at a fraction of the cost. The Mid-States Corridor is a waste of taxpayers' money.

Another reason I am against the Mid-States Corridor is how it will adversely affect the safety of the Amish and Mennonite population in our area. Farms will be divided up by the Corridor, necessitating the Amish and Mennonites driving their non-motorized buggies and farm equipment across several lanes of traffic to get from one part of their farm to the other, or to purchase their groceries or receive healthcare. This is an additional and dangerous risk that will disproportionately affect their population. I feel it is discriminatory.

Our farmlands and agricultural businesses in Southern Indiana are essential, not only to the families who make their living this way, but in the products they provide to the state and nation. According to the DEIS study, 1,354 to 1,832 acres of general farmland will be destroyed by the Corridor, and 520-733 acres of prime farmland. Not only will the land be taken away, but the farmers' means of making their living, as well. New farmland is not being produced, and this type of revenue can't be replaced with manufacturing or transportation jobs. The savings of up to 5 minutes of travel time from Jasper to Indianapolis is not worth the expense of the great losses of these farmlands, or the forests (629-923 acres) that will be destroyed for this project.

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It is speculation by the study that building a bypass highway will bring in more economic development and access to the workforce. The Mid-States Corridor will not bring high paying jobs to the area—it may bring more gas stations, convenience stores or fast food restaurants, but these are known for low paying jobs. A bypass around our town will be detrimental to our small, local businesses already established.

The city and regional goals that have already been outlined in Master and Comprehensive Plans of the City of Loogootee, Westgate@Crane, Daviess-Martin Joint County Parks & Recreation Department, and others, are being ignored and hindered by the Mid-States Corridor.

I am against the Mid-States Corridor for the reasons outlined above, as well as others. I support the No Build Option.

Response

Regarding the role of the Regional Development Authority (RDA) in this project, please refer to **Standard Response ES.1**.

Regarding ballot measures for transportation projects, please refer to **Standard Response 7.1**.

Regarding the robust public involvement program supporting the Mid-States Corridor Project, please refer to **Standard Response 7.2**.

Regarding announced improvements to US 231, please refer to **Standard Response 2.2**. These improvements do not address the core goals of the Purpose and Need.

Regarding the operating and maintenance costs of added highway mileage, please refer to **Standard Response 2.5**.

Regarding the substantial benefits forecasted for **Alternative P**, please refer to **Standard Response 2.6**.

Regarding agencies' preferences for upgrades to existing roads, please refer to **Standard Response 2.12**. FHWA statements on this issue stress the importance of maintenance of existing highways and bridges. It did not assert that new highway construction should be foregone. In addition, FHWA recently issued a new memo dated February 24, 2023 which addresses this subject. See **Standard Response 2.12** for details.

Regarding the impacts of the project on the Amish community, please refer to **Standard Response 3.4.2** and **Standard Response 3.8.1**. Identifying a single corridor near Loogootee has been deferred to Tier 2 studies to incorporate, among other considerations, detailed analysis of travel patterns by the Amish community.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**.

Regarding impacts to forests, please refer to **Standard Response 3.21.1**.

Regarding the effects of a new transportation corridor on nearby cities, please refer to **Standard Response 3.4.1**.

Regarding local development plans, **Appendix U – Land Use Plan Review**, reviewed all county and municipal land use plans in effect at the commencement of the project. A total of 39 plans in the 12-

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county Study Area were reviewed. During Tier 2 studies, the current versions of other local plans such as those cited in this comment will be considered.

Regarding choosing the No Build option, please refer to **Standard Response 2.1**.

Cooper, Harold

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Harold Cooper and I am the CEO of Premier Companies, a farm supply cooperative owned by more than 3000 farmers in Southern Indiana. We have four of our facilities and many of our farmer-owners that will be directly impacted by the current proposed route going West of Loogootee. These facilities include:

1. A hog facility South of Loogootee on St Rd 231.
2. A crops facility on St Rd 50 just West of Loogootee
3. A grain facility on St Rd 50 just West of Loogootee (separate from crops)
4. A retail gas station at St Rd 231 and Interstate 69.

The P Route (Loogootee) disadvantages all of these properties with the exception of retail.

Premier certainly understands and values improvement to infrastructure that enables economic development and reduces travel delays and congestion. But in this case it is fair to ask if the costs warrant the additional benefits. There is no doubt that both Jasper and Huntingburg have significant challenges and need bypasses. That need is less obvious for Loogootee. It is my understanding that current traffic counts don't support the need for Route P West of Loogootee. Especially with the recent addition of Interstate 69 that runs between Loogootee and Washington.

Further, if an improved St Rd 231 North/South road is built, it would make more sense to select Route O (French Lick) and make this travel destination more accessible to visitors from across the United States. Having the corridor go through some of our forestry would show travelers some of the most beautiful aspects of our State and minimize disruption to present homeowners and agricultural interests.

Again, Premier understands and supports infrastructure improvement but in this case it looks like there is a better, more obvious route (O). Additionally, the traffic justification to divert St Rd 231 West of Loogootee (Route P) has not been proven.

Response

Regarding whether specific homes and businesses will be relocated, please refer to **Standard Response ES.2**. The final alignment chosen in Tier 2 studies will require only a fraction of the land within the corridor chosen in Tier 1. It is too early to know the specific right-of-way which will be required. Final alignment selections in Tier 2 will include consultation with property owners.

Regarding consideration given to loss of agricultural income and impacts to agricultural businesses, please refer to **Standard Comment 3.24.2**. In Tier 2 studies, efforts will be made to avoid impacts to major agricultural facilities.

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Regarding the significant benefits provided by Preferred **Alternative P**, please refer to **Standard Response 2.6**. The Purpose and Need identifies the project purpose as improving regional accessibility. Localized traffic issues are not a consideration in identifying a Preferred Alternative.

Alternative O was not selected because of its higher costs and high impacts to multiple key natural resources. Review and permitting agencies are on record as opposing it for these reasons. See FEIS **Section 7.2.2 – Summary of Major Comments on DEIS**.

Seger, Leslie

1 – Purpose and Need

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.18 – Wetland Impacts

Comment

I grew up on the east side of Jasper in the exact area that the proposed Route P of the Mid-States Corridor will run if this project moves forward. I am very familiar with the area and the terrain. As I looked at the proposed route, it makes little sense to me that the road snakes around the back of Sultan's Run golf course. If one of the main goals of the road is to reduce traffic on U.S. 231 through Jasper then it would seem to make more sense for the road to connect to Meridian Road where there could be direct access to 15th Street and the main industrial area of Jasper. Otherwise, semis and other delivery trucks are still going to have to drive at least halfway through the town. It seems that Sultan's Run Golf Course was intentionally avoided. What makes this business more important than all of the taxpayer's properties that will be taken as this road takes an extra-long route back to U.S. 231 north of Jasper? Also, as the road cuts across the terrain from 190 N to 300 N, there is a significant rise and then drop in elevation that ends in wetlands. Again, if this project moves forward (and I prefer that it wouldn't), there will be a significant cost difference to build the road along this route rather than closer to the industrial area of town. Again, it is my preference that this project would stop at this point, but if the final decision is to move forward with it, at least have the route make sense. As it currently stands, I see no benefit to the City of Jasper, its residents, or Dubois and Martin counties. Apparently, those who performed the study for the DEIS feel the same way as safety is no longer a primary goal of the road. Additionally, one can look to any number of bypasses and the same sad outcome is quite consistent; no new business or "economic development" and more struggling or closed businesses. Bypasses do exactly what the name insinuates, they bypass a town. Jasper has enjoyed watching a number of businesses with worldwide recognition begin, grow, and remain in the area while still remaining a relatively small town with a great quality of life. And all of this was done without a bypass. In fact, I believe that the fact that there is not a bypass here is why this community has what it has.

Response

Alignment planning for the Mid-States project does seek to avoid impacts to major businesses such as major agricultural operations and regional recreational destinations such as Sultan's Run. For some major businesses there is the potential that it could not be successfully relocated. Impacts to such major businesses potentially could cost millions of dollars. In addition, impacts to major businesses have the potential to have significant negative effects upon the region's economy.

Regarding wetland impacts, please refer to **Standard Response 3.18.1**.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Congestion relief is not one of the core goals of the project. Selecting the Preferred Alternative did not consider congestion reduction (or traffic relief) in Jasper. For more information, please refer to **Standard Response 2.6**.

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Regarding modifying the Draft Purpose and Need to remove safety as a core goal, please refer to **Standard Response 1.1.**

Regarding the effects of new highways on nearby communities, please refer to **Standard Response 3.4.1.**

Regarding the forecasted economic development effects of the Mid-States Corridor project, please refer to **Standard Response 2.11.**

Snyder, Debra (U.S. Army Corps of Engineers)

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.26 - Permits

Comment

This is in regard to the Mid-States Corridor Tier 1 Draft Environmental Impact Statement (EIS). The proposed project would involve upgrading sections of existing roads and constructing new terrain roads between I64 in Spencer County and I69 in Greene County, Indiana. The Indiana Department of Transportation has identified a preferred corridor for the project that goes through Spencer, Dubois, Martin, Daviess, and Greene Counties.

The Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) (Section 10) and Section 404 of the Clean Water Act (33 USC 1344) (Section 404). The information in the Draft EIS indicates authorizations under Section 404 CWA may be required for the project.

Authorization pursuant to Section 404 CWA is required for the placement of dredged or fill material into any "waters of the United States." This includes jurisdictional streams and wetlands. Jurisdictional wetland determinations need to be conducted in accordance with the 1987 Corps of Engineers Manual and regional supplements. The determinations should be done for the proposed work in the corridor and for appurtenances such as access roads, staging areas, and borrow sites.

A waters determination report, including the wetland delineation information, is normally provided for our review. We would be available to meet with representatives from your office and/or your consultants at the proposed impact sites upon being provided a copy of the report so that we may verify the delineations and determinations prior to the preparation of the application for a Department of the Army permit.

During the project planning process, avoidance and minimization is required to minimize adverse impact to aquatic resources. If the proposed impacts would be more than minimal and the proposed project is the Least Environmentally Damaging Practicable Alternative, compensatory mitigation would be required.

Thank you for the opportunity to provide information for the proposed project's environmental review. If you have any questions concerning this matter, please contact me through e-mail, phone call, or mail. My contact information is below. Any correspondence on this matter should reference our assigned ID No. LRL-2020-296.

Response

INDOT anticipates continuing to confer with the US Army Corps of Engineers as the project moves forward into Tier 2 and subsequent stages. The FEIS acknowledges permits under the Corps' jurisdiction which the project will require. Please refer to FEIS **Section 3.26.1** which describes permits under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.

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INDOT will make every effort to avoid and minimize impacts to wetlands and streams which are “waters of the United States.” Please refer to **Standard Response 3.18.1** and **Standard Response 3.19.1** for additional information.

Rowekamp, Kathy and Bill

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.25 – Ecosystem Impacts

Comment

Within minutes of the release of the preferred route on April 12, 2022 we received many calls from local friends/businessmen, many of whom have hunted on our property for many years, informing us that our lake and home was on the west boundary of the preferred route within the 2000 ft. corridor. We have spent the past 2 months trying to understand how years of studies would result in the preferred route connecting to Hwy 231 so close to the city limits of Jasper, affecting many homeowners on 400 N. The entrance to our 50 Acre property is exactly 1 mile from Hwy 231, with a 1/4 Mile blacktop lane to our home which is located on northeast corner of our property. Our hand-hewn log home (from the late 1800's, which could never be reconstructed again) consists of approximately 3,500+ finished sq. ft. with high end interior finishes, 1.5 acre stocked lake, 2 beautiful hilltop 3+acres homesites overlooking Jasper, a 19.46-acre parcel with a beautiful lake site and the potential to be developed with homesites around the lake and a hunter's paradise with deer, turkey, quail, doves and squirrels. You can't imagine how devastated we were to learn that our home and lake would be affected by the preferred route being located only 1 mile from Hwy 231, 2 minutes to Walmart and approximately 5 minutes to downtown Jasper. I have been a realtor in Jasper for the past 26 years and understand the negative impact in the value of our entire 50 Acre property this has had since the release of the preferred route, whether it runs directly through our home and lake, or is anywhere close to the west boundary of the corridor. We have spent the last 42 years making costly improvements to our property and have also planted 1000's of trees for future generations, knowing the increase this would have on the value of our property, given the unique construction, secluded setting and location. Our only hope is the Tier 2 study will find the number of homeowners least affected, would be to construct the road as far east within the corridor as possible through open ground to minimize the relocation of so many families.

We would appreciate if our comments will be taken into consideration during the Tier 2 Study.

Response

Photos which were submitted as part of this comment are provided following this response.

Regarding finalizing the alignment for the Mid-States Corridor, please refer to **Standard Response 2.14**. The mainline segments of each working alignment will occupy only a portion of the corridor. It won't be known until Tier 2 studies where actual highway right-of-way will be located.

Tier 2 studies will seek to minimize residential and business relocations, including those affecting agricultural businesses. Please refer to **Standard Response 3.5.1** for more information.

Project staff conferred with commentor on multiple occasions. During these contacts, potential effects on both the commentor's property and other properties were discussed.



Back Deck



Back Deck



Beach



East View Across Lake



Entrance Off 400 N



Front Exterior



Front Exterior



Lane

Peterson, Dan

1 – Purpose and Need

2 – Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.17 – Floodplain Impacts

Comment

A Puzzling Paradox – Feedback and Comments on the Draft Environmental Impact Statement and Preferred Alternative P

The possibilities? The economic development and societal chance of a lifetime: \$1 billion in new revenue, 20,000 new jobs, transformed lives and families, grinding poverty replaced by lasting prosperity, a neglected region handed a real opportunity, a first in modern times.

That was the potential of Route O as initially defined by the Mid-States Corridor.

What was at stake? Here's but a sample: with new Route O infrastructure, the 4,272 residents of Mitchell, Indiana would have seen high-impact realization of the true potential of a \$600 million investment by Lehigh Hanson for a state-of-the-art, environmentally friendly (as noted publicly by U.S. Senator Mike Braun), "transformational" cement production facility. Bedford, posed to advance as an electric vehicle leader with a \$51 million investment by GM for manufacturing components for the new Silverado all-electric pickup and the GMC HUMMER EV pickup and SUV, was on deck for a broad variety of fresh opportunities, the like not seen for many years. These were but two major opportunities that would benefit from strategically improved infrastructure.

Additional prior private investments of half a billion dollars into the French Lick Resort area also remain suboptimized, as improved infrastructure would enable the region to better achieve its true potential and end relentless poverty for many.

Will these established investments achieve growth? Yes, but possibly now at a muted cadence.

What potential advantages of Route O were firmly and independently documented for the Mid-States Corridor selection process?

As verified by independent economic development, infrastructure, and other firms, at least nine specific benefits were expected to emerge from improved Route O infrastructure:

- Travel efficiency on underserved transportation infrastructure in the region will improve on numerous fronts
- \$1 Billion in new annual revenue
- Revenue increases and job growth will mean dramatic increases in local and state fiscal impacts, including much needed tax revenue (> \$200 mil)
- An already powerhouse-level tourism industry will at least double in size

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- Multiple thousands of good-paying jobs will be created in the short- and long-term (>12,000 – 20,000) •
- Improved infrastructure will dramatically reduce accidents and improve travel time
- New connectivity to key airports, ports and other logistics centers will provide much needed improvements for large and small businesses, including major manufacturing firms and the \$2 billion Naval Surface Warfare Center (NSWC Crane) near Bedford
- Route O increased connectivity from significantly improved critical access to international airports in Chicago, Detroit, and Nashville
- As employment mobility increases, so will workforce attraction levels. This will help reverse a current – and most concerning – trend of regional population decline and “brain drain”
- Seasonal flooding that inhibits current business activity, future growth, and cuts off access will be positively addressed and resolved

Based on published summaries, the Draft Environmental Impact Statement (DEIS) and subsequent route selection of the Mid-States Corridor Project appears to be a puzzling paradox, featuring an incomplete – even potentially deeply flawed – analysis, based on the apparent serious omission of key data from a variety of independent sources.

As noted from independent analysis, not selecting Route O will continue “relative isolation” of high-performing companies and entities in southeastern Indiana (including defense-related businesses), and exclusion “prevents these economies from reaching their full individual and collective potential.” Further, a highly reputable planning firm found that building the U.S. 231 option (the selected Route P) may “exacerbate the business, employment, and housing struggles facing Lawrence and Orange counties.”

The stated original purpose of the entire Mid-States project was four-fold: 1) improve transportation; 2) improve regional traffic safety; 3) support economic development in southern Indiana; 4) improve highway connections to existing major multi-modal locations from southern Indiana.

The summary of the DEIS document published in April 2022 omitted items No. 2 (regional traffic safety) and No. 3 (support economic development) as primary considerations from its presentations (see published “1.1 Statement of Purpose and Need,” “Boards,” and “Handouts”), inexplicably reducing them to “secondary purposes.” Given the decades of planning and analysis that preceded this DEIS, the current outcome is both puzzling and paradoxical in scope, and frankly does not serve well the people of southern Indiana.

As the World Bank once published, “Roads are the arteries through which the economy pulses.” Given the economic and societal threats inherent in an infrastructure-deficient southeastern Indiana, this statement is especially worthy of consideration.

Key Data Omissions

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The summary Mid-States cited a variety of independent reports considered in its summary analysis, including a 2012 “I-67 Corridor Feasibility Study,” a 2015 report from Conexus Indiana, and others, but neglected to acknowledge summary data provided by other independent reports.

The summary Mid-States statement noted that the analysis selected Route P through Martin County because the project team felt the route “produces the best combination of benefits in relation to the defined goals.” Unfortunately, with the absence of critical validated performance data, the Appendix B “Economic Development Performance Measures Analysis” does not appear to possess the quantitative and qualitative data to adequately support the Mid-States summary statement.

During the data collection period, quantitative data and information was provided to the Mid-States Corridor team from highly reputable independent economic development and policy analysis firms, including Ginovus, the IU Public Policy Institute, and Hunden Strategic Partners. Other positive corroborative data concerning minimal environmental impact of the proposed Route O was provided, but not cited or adequately considered.

Key facts and data not cited or presented concerning Route O in the Appendix B economic data include:

- New annual revenue of \$1 billion from improved road infrastructure and upwards of 20,000 new jobs
- A dramatic reduction in accidents
- Major improvement in travel efficiency
- Reduction in severe issues from seasonal flooding
- Doubling of an existing multi-million-dollar tourism industry that, even with insufficient infrastructure access, still attracts more than one million visitors annually to the region from all over the United States and abroad; lack of sufficient infrastructure and suboptimized access to the below vibrant and active tourism attractions hampers economic growth and freezes opportunity:
 - Wilstem Wildlife Park
 - Spring Mill State Park and camping region
 - Lake Patoka, Marina, RV, water sports
 - French Lick Resort
 - Numerous other popular tourism attractions
- Building the U.S. 231 option (Route P) may “exacerbate the business, employment, and housing struggles facing Lawrence and Orange counties.”

“A powerful economic engine”

The Ginovus and IU Public Policy study of the region found that existing economic assets provide Indiana with “a powerful economic engine that has made this a unique region in the state of Indiana,” but one

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that is presently “underserved in terms of connectivity and access to a robust, efficient transportation network.”

The French Lick Parkway Coalition, a group made up of business professionals, elected officials, educational professionals, and concerned citizens living and working along the proposed Route O, regularly and consistently provided or offered high-quality data that supported the previously stated goals of the Mid-States Corridor project.

Asked about the continued validity of its prior report and analysis, Ginovus stated that its prior analysis firmly demonstrated that “the local economies of Jasper, French Lick and Crane are distinctive, highly concentrated, and collectively form a powerful economic engine. Each has leveraged assets found nowhere else in the region, or even in the State.”

The key takeaway? “Relative isolation prevents these economies from reaching their full individual and collective potential.”

As indicated by research and hard data points, improved critical connectivity to the Jasper and other region by Route O would likely have created numerous new opportunities among existing businesses. This would have included better access to suppliers and raw materials for the Jasper Group, which purchased a new 1.2 million sq. ft. facility in Orleans, Indiana (near the proposed Route O infrastructure in Orange County).

Analysis issues

The Mid-States report describes in detail the high reliance of the analysis on TREDIS modeling software. The TREDIS model is widely used to produce frameworks for certain types of infrastructure decision-making but have limits. The data inputs and design of the model are especially critical.

As the U.S. Department of Transportation points out: “The two most widely used economic impact analysis tools are RIMS-II... IMPLAN,” neither of which was used in the Mid-States studies. “Two models—REMI TranSight and TREDIS—have been designed to go beyond projections of increased income and employment and to estimate improvements in regional productivity... Both are designed to be used by engineers and planners who do not have training in economics.”

The U.S. Department of Transportation further notes:

“An economic impact analysis produces a number of different measures of economic growth. *There are strengths and weaknesses to using each of these measures.* Policymakers may wish to communicate the results of their analysis using different measures depending on the nature of the project being evaluated, the goals of the study and the audience they are communicating with” (Emphasis added – source: <https://ops.fhwa.dot.gov/publications/fhwahop15034/ch4.htm>).

All dynamic modeling tools such as TREDIS are dependent on data quality and data selection. The Mid-States report also describes the role of an internal team that selected and defined inputs to the TREDIS model. This unnamed internal team was self-identified as having “a rich background and experience in the socioeconomic landscape of the Study Area.”

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The absence of validated economic and traffic data (see “TREDIS Inputs,” page 6) from Appendix B suggests that the ultimate analysis potentially holds some deep flaws in selecting the best possible route with the highest short- and long-term economic benefits.

The project selected an arbitrary economic period on which to base its forecasts: 2038-2057. This unfortunately apparently ignores the immediate and short-term growth forecasts in prior years from other reports, which impact would be significant for workforce attractions, retention and development.

A table stating Economic Performance Measures for the arbitrary timeline measurement also notes – without elaboration or notation – a puzzling decline for Route O in regional GDP and employment in high-growth jobs. That presented data runs counter to the independent research conducted and validated by Ginovus, the IU Public Policy Institute, and Hunden Strategic Partners, as well other empirical data available from the region that would have been served by Route O.

Traffic Concerns

Traffic counts data was apparently omitted from the DEIS. Independent traffic counts effectively demonstrated the immediate and long-term needs for critical infrastructure improvements, particularly on the existing roads between Jasper and Bedford. Multi-million-dollar companies like Lehigh Hanson in Mitchell, (which, as noted previously, is building a \$600 million state-of-the-art cement plant), GM Powertrain in Bedford (with far-reaching EV-focused investment totaling more than \$51 million), and the French Lick Resort (which has been transformed through multiple millions of dollars in private investments) need upgraded road infrastructure to grow and remain competitive. Bedford and region are also home to critical workforce – 5,500 professionals – for the nearby \$2 billion Naval Surface Warfare Center at Crane.

Data points of suggested alternative routes west of Orangeville were also not apparently fully considered, given the absence of any mention or discussion.

Missed Opportunities

As independently verified, the Mid-States-identified Route O represented the *only option* that would have seized new opportunities today, relieved critical bottlenecks in traffic, significantly boosted safety, attracted (and retained) growth opportunities, and revitalized stagnating economic areas desperate for new growth. The current Mid-States DEIS is tragically deficient in its analysis and recommendations for the most efficient use of taxpayer dollars in developing new critical infrastructure.

As the Hunden Strategic Partners report summed it up: “The biggest challenge and opportunity is the lack of direct, efficient access through the entire corridor.” Nowhere is this more evident than in the region that would have been served by the proposed Route O.

The need will continue to exist in the Route O region during the decades ahead. The Mid-States selection of the preferred current route merely postpones a day of economic reckoning. The data and analysis are clear: new infrastructure must be designed and built.

Response

This reply will first address several general responses which pertain to multiple parts of this comment. These will be followed by specific responses to comments which are not addressed by these general responses.

Economic development is not a core goal for the Mid-States project. Two secondary goals in the Purpose and Need address economic development. Each of these (Goal 3 and Goal 4) represent an “other desirable outcome” and were not used to identify the Preferred Alternative. For more discussion, please refer to **Standard Response 2.6**.

In regard to secondary goals, please note that **Preferred Alternative P** provides the highest level of performance on economic development measures. Please refer to FEIS **Table 2-13**. Further details are provided in FEIS **Appendix B – Economic Development Performance Measures Analysis**.

Regarding the modification of the Purpose and Need, please refer to **Standard Response 1.1**. Economic development, however, was never identified as a core goal for the Mid-States Corridor Project.

The statement about the “original purpose” of the project being “fourfold” refers to the Draft Purpose and Need which was issued for comment and input in August 2019. In that document, the seven Purpose and Need goals were grouped in four categories. One of those four categories was support of economic development in Southern Indiana. The seven goals were designated as “core” or “secondary.” The four categories had no such categorization. As already noted, the only modification in designation of core goals between this document and the Purpose and Need published in the DEIS was to change the regional safety goal from a “core” goal to a “secondary” goal.

Economic development forecasts for the project were furnished by TREDIS. TREDIS is a state-of-the-practice economic impact forecasting tool. It is INDOT’s official platform for forecasting economic development from transportation projects. It provides a more robust assessment of economic impacts in its forecasts than IMPLAN. The following text is quoted from the TREDIS website. “TREDIS incorporates a dynamic, multi-regional economic impact simulation model to estimate regional impacts on employment and income growth over time. It incorporates the full industry structure of IMPLAN - an economic input-output model that portrays industry relationships between producers, consumers, and institutions for any given region. To that, TREDIS also adds dynamic forecasting of long-term changes in the economy, general equilibrium equations representing labor force and industry cost responses, and transportation effects. So while IMPLAN can be used to estimate broader impacts of construction, business location and business expansion changes, only TREDIS can estimate impacts of transportation projects or policies that change travel times, costs, reliability, mode split or trip distribution patterns. Ultimately, TREDIS can be considered as the tool for IMPLAN users to also analyze transportation projects.”¹ In sum, IMPLAN can be used to estimate relationships in static circumstances, while TREDIS can incorporate the dynamic effects of new transportation projects, changes in travel times, etc. It also accounts for constraints imposed by other resources, such as housing or workforce availability.

TREDIS is designed to directly incorporate traffic assignments from standard travel model forecasting platforms. The Mid-States Regional Travel Demand Model uses a TransCAD platform. Its traffic

¹ <https://tredis.com/kb-economic-impact>, accessed 12-29-22.

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assignments were incorporated directly into the TREDIS analyses. See **Appendix B** for further information.

The comment about a team with a “rich background and experience in the socioeconomic landscape of the Study Area” is quoted from p. 5 of **Appendix B**. The quote specifically refers to how induced jobs and households forecasted by TREDIS were allocated within the Study Area. These induced jobs and households were used in the traffic forecasting model as well as in the analysis of indirect and cumulative impacts. **Appendix B** describes their use in traffic forecasting. **Appendix Q – Direct and Indirect Impacts Analysis**, describes their use in the analysis of indirect and cumulative impacts. The panel referenced in this comment are engineers and planners with over a century of experience in planning and forecasting. They also are very familiar with Southwest Indiana, having worked there for most of their professional careers.

The referenced decline on one or two of the five economic development measures for **Alternative O** were also noted for **Alternative B** and **Alternative C**. These three alternatives are more indirect in serving north-south travel flows than either **Alternative P** or **Alternative O**. These slight declines in performance on one or two measures are at least partially attributable to freight trips being attracted to a more indirect path for the three alternatives cited. This results in increased travel time and cost for these freight trips. In this context, it bears repeating that economic development represents an “other desirable outcome.” Economic development goals were not used to identify a Preferred Alternative.

Summaries of these traffic forecasts are provided in **Section 3.7** of the FEIS. It provides multiple tables showing the changes in traffic flows on major Study Area highways for each alternative. All economic forecasts assumed the project is open to traffic in 2038. This is based upon INDOT’s assessment of the significant period of time which would be required to implement a project of this size. The economic analysis period was 20 years (the years 2038 through 2057) following an assumed “open to traffic” date of 2038. This assumption was used for the economic impact forecasts for all alternatives.

The Hunden Strategic Partners Study provided forecasts only for two counties of the 12-county Study Area. Neither it nor other studies referenced in this comment were used to evaluate the economic development potential of the Mid-States Corridor project. TREDIS was used to forecast the economic development potential for all alternatives for the entire 12-county Study Area. Other studies cited in this comment considered either a limited number of alternatives or analyzed a limited geographic area. We cannot speak to the methodology or findings of these other studies.

Alternative O had much higher levels of impacts to key resources. These included aquatic resources which enjoy protection under the Clean Water Act. In its April 15, 2020 comments on the Screening of Alternatives, the US Army Corps of Engineers stated that **Alternative O**, along with **Alternative M** would be unlikely to meet the stated requirements of Section 404 of the Clean Water Act. If this continued to be the case, it would effectively preclude construction of either **Alternative O** or **Alternative M**.

Alternative P had the highest performance on Purpose and Need Goals. **Alternative P’s** impacts to key resources such as forest, stream, wetlands and karst were lower than **Alternative O’s**.

Regarding the safety improvements provided by **Alternative P**, please refer to **Standard Response 2.4**. **Alternative P** is forecasted to have the highest safety benefit of all alternatives.

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Regarding access to airports outside of the Study Area, this was considered as part of the Purpose and Need. See FEIS **Section 1.6.4**. Based upon input from area economic stakeholders, improved access to airports in Louisville and Indianapolis was considered as a performance measure for ***Goal 7 – Improve Highway Connections to Existing Major Multi-Modal Locations from Southern Indiana***. Goal 7 is a core goal.

References are made to flooding in the project area. No relationship between the selection of a specific alternative and reductions in flooding is offered. For further information on floodplain impacts, please refer to **Standard Response 3.17.1**.

Durcholz, Marisa

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.12 – Construction Impacts

3.25 – Ecosystem Impacts

10 - References

Comment

Formal Comment against Mid-States Corridor - research articles on why this is a bad idea

Crime along roadways

<https://onlinelibrary.wiley.com/doi/full/10.1111/jors.12491>

Road construction accelerates climate change

<https://wilderness-society.org/road-construction-accelerates-climate-change/>

The Road to Hell is Paved

<https://frontiergroup.org/blogs/blog/fg/road-hell-paved-can-climate-champs-back-bigger-highways>

To really cut carbon emissions, stop building new roads

<https://gizmodo.com/to-really-cut-carbon-emissions-stop-building-new-roads-1844337959/amp>

Climate change and infrastructure

<https://www.unep.org/news-and-stories/press-release/new-report-reveals-how-infrastructure-defines-our-climate>

Particulate matter and ultra fine particles from vehicles

https://cfpub.epa.gov/si/si_public_record_report.cfm?dirEntryId=354512&Lab=CEMM&simplesearch=0&showcriteria=2&sortBy=pubDate&searchall=Road&timstype=&datebeginpublishedpresented=04/20/2020

Near Roadway Air Pollution and Health: FAQs

https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf

Why living near a road is bad for your health

<https://www.smh.com.au/national/why-living-near-a-road-is-bad-for-your-health-20100626-zavi.html>

Living near a busy road increases the risk of dementia, Parkinson's, and multiple sclerosis

<https://airqualitynews.com/2020/01/27/living-near-a-busy-road-increases-the-risk-of-dementia-parkinsons-and-multiple-sclerosis/>

Children who live near a major road are more likely to have developmental delays, study says

<https://amp.cnn.com/cnn/2019/04/08/health/highways-children-cognition-study/index.html>

Wildlife population and road corridors

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https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/ch_2.aspx

Reasons politicians like building new roads instead of fixing old ones

<https://usa.streetsblog.org/2015/09/01/3-reasons-politicians-like-building-new-roads-more-than-fixing-old-ones/>

U.S. gently discouraging states from building new highways (urges fixing existing roads before building new ones)

<https://www.wired.com/story/us-gently-discouraging-states-building-new-highways/amp>

Road construction accelerates climate change

<https://wilderness-society.org/road-construction-accelerates-climate-change/>

New Roads are not the answer

<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/mother-lode-chapter/Website/New%20Roads%20Are%20Not%20the%20Answer.pdf>

Major improvements to US 231 to relieve congestion in Jasper and Huntingburg

<https://www.wishtv.com/news/inside-indiana-business/holcomb-announces-475m-in-southern-indiana-road-projects/>

Study on bypass roads

https://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1286&context=ktc_researchreports

Risks of corruption with public-private partnerships

<https://publications.iadb.org/en/effects-corruption-public-private-partnership-contracts-consequences-zero-tolerance-approach>

How TIF and tax abatements hurt schools

<https://www.goodjobsfirst.org/abatements-and-tif-worse-ever-schools>

TIF is a bad idea that refuses to die

<https://showmeinstitute.org/blog/subsidies/tif-is-a-bad-idea-that-refuses-to-die/>

TIF a bad bargain for taxpayers

https://reclaimdemocracy.org/tax_increment_financing/

IU expert says Indiana uses TIF differently than most states

<https://www.heraldtimesonline.com/story/news/local/2015/03/07/iu-expert-says-indiana-uses-tif-differently-than-most-states/117419634/>

The Influence of Highways on Rural Economic Development: Evidence from North Carolina

<https://transportation.ky.gov/Congestion-Toolbox/Documents/NC%20Economic%20Development%20Roads.pdf>

Stop Building New Roads

<https://www.nytimes.com/2020/07/08/opinion/us-infrastructure-plan.html>

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America is building too many highways

<https://fortune.com/2016/02/25/too-many-highways-in-america/amp/>

Expanding Highways and building new roads actually makes traffic worse

<https://archive.curbed.com/2020/3/6/21166655/highway-traffic-congestion-induced-demand>

Officials say new highway, out of town repeat offenders contributing to crime increase

<https://www.kbtx.com/2022/03/15/officials-say-new-highway-out-town-repeat-offenders-contributing-crime-increase/?outputType=amp>

Economic Development: what works and what doesn't

<https://www.dcfpi.org/all/economic-development-what-works-and-what-doesnt/>

14 Hawaii Youth file new climate lawsuit against state transportation department

<https://earthjustice.org/news/press/2022/14-hawaii-youth-file-new-climate-lawsuit-against-state-transportation-department>

Response:

The Mid-States FEIS cites hundreds of sources and references. See **Chapter 10 – References**. However, these over 40 pages of references in **Chapter 10** are provided to support the analyses and conclusions in **Volume I** and **Volume II** of the DEIS.

This comment cites a selection of published articles. Some are statements of opinion. It provides no analyses or conclusion. It is beyond the purpose of this FEIS to critique these documents.

Selig, Matthew (Indiana Karst Conservancy)

2 – Alternatives

3.1 – Overview and Methodology

3.16 – Threatened and Endangered Species

3.23 – Karst Impacts

3.26 - Permits

Comment

The Executive Board of the Indiana Karst Conservancy (IKC) has spent considerable time reviewing the Draft Environmental Impact Statement (DEIS) related to the Mid-State Corridor. While we understand that the study selected Route P as the preferred route, we still wish to contribute comments on the analysis of Route M and Route O just in case the preferred route selection were to change prior to the release of the final EIS. As an organization, the IKC's primary mission is to protect caves and karst within Indiana. As acknowledged in various sections of the DEIS, and particularly Chapter 3, Section 22 (Karst Impacts) and Appendix Y (Karst Analysis), Route M and Route O would have had significant impact to the karst region of the Crawford Uplands in Dubois, Lawrence, Martin, and Orange counties.

While we will not get into too many specifics, it is concerning that there is likely an undercount of the number of caves that would be impacted by the proposed Routes M and O. Table Y-1 reported 28 caves for Route M and 21 caves for Route O. It is understood that these numbers were primarily based upon an April 2020 data request of known caves documented by the Indiana Cave Survey (ICS). We do know that several additional caves and significant karst features were subsequently identified with some of those reported to the ICS as a result of landowners becoming aware of the proposed routes who then contacted both the IKC and ICS to report karst features on their (and neighbors') properties. One of these was the multi-acre Ragsdale Gulf to the north of Orangeville, originally documented by Clyde Malott in 1932, but not in the ICS database until April 2022. It is not clear how much, if any, additional field investigation was completed specifically for this Mid-States Corridor analysis, but it is assumed there would be many more caves "discovered" if the corridor alignments were systematically walked, better reflecting the impact. And of course, there would be a large number of caves without surface openings discovered during construction of Route M or O.

The IKC also questions the number of sinkholes reported (52-54 in Route M and 22-36 in Route O). These numbers seem grossly underestimated, knowing the karst topography of the areas where the alignments are located. Appendix Y did not go into detail of the methodology used to count the sinkholes or the respective cumulative areas of the sinkholes, but knowing some areas near the corridor alignment of Route O have been documented to have as many as 1.5 sinkholes per acre and that the alignments are in the range of 3,000 to 5,000 acres (granted only part of the alignments would be in karst areas), the reported number of sinkholes that would be impacted appears to be materially misstated.

It is also very troubling to read the statement in Appendix Y that "...karst impacts associated with either Alternatives M or O would require substantial additional agency coordination and

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field studies during Tier 2 to determine the details for karst impacts.” For the EIS to have any validation in quantifying the real impact when comparing it to the other routes, this information should be included in the Tier 1 study. Planning to conduct this investigative work during the Tier 2 study, after the preferred route is already selected, is illogical and irresponsible. It is also disappointing that more effort was not expended in this Tier 1 study in quantifying the caves, karst features, and sinkholes that might discourage future proposals that seem to gain momentum every 10-20 years to place a new-terrain highway across this sensitive karst area.

At least it is reassuring that for both Route M and Route O that it was concluded in the DEIS that “...high cost and high impacts to many resources resulted in [them] being removed from further consideration. Several resource agencies expressed their opposition to Alternatives M and O because of their overall high impacts. The U.S. Army Corps of Engineers stated in its April 15, 2020 comment letter on the Screening of Alternatives package that it did not believe either Alternative M or O could satisfy the requirements to select the LEDPA, as required under the Section 404(b)(1) guidelines.”

Organizationally, the IKC refrains from commenting on the appropriateness of the preferred Route P since it is to the west of the exposed karst region (although we have a number of members who are very much opposed). With that said, we do have a member in the Odon area who has recently reported a number of sandstone shelters and an abandoned coal mine in the First (Furse) Creek area where Route P crosses. These shelters and mine, now in the ICS database, could be winter bat hibernacula and also used seasonally for swarming or roosting activities. The use of sandstone shelters, crevices, and other natural non-traditional winter hibernacula is just now being fully appreciated (research is on-going at Ohio State University by Joe Johnson and others) and may be even more important post-White-nose Syndrome (WNS) for the survival of hibernating bat populations (some of which are federally endangered and others likely candidates for being listed as endangered). The IKC appreciates this opportunity to comment, and we are glad that neither Route M nor Route O was selected as the preferred route of this study.

Response

Please refer to **Standard Response 3.1.1**. It describes how impacts to resources in the natural and man-made environments were estimated using the best available published available for the 4,700 square mile Study Area. Given the number of resources and the size of the Study Area, it is not feasible to field-verify the location and extant of resources. Please refer to FEIS **Section 3.1**, which describes that this GIS-based approach provides reasonable impact analyses to compare corridors at a Tier 1 level.

As your comment stated, Tier 2 field surveys are expected to identify added resources not depicted in the Tier 1 datasets. This will be the case for all resources considered in this Tier 1 EIS. Comparing impacts to all resources using the best-available datasets is appropriate for making a Tier 1 decision.

Tier 2 studies will include extensive field studies to identify and evaluate all resources.

The reference to sandstone shelters and an abandoned coal mine in the vicinity of First Creek seem to refer to resources described in another comment letter. Please see the response to **Comment 0099**.

Regarding consideration of impacts to listed species, please refer to **Standard Response 3.16.1**.

Regarding considering impacts to karst resources, please see **Standard Response 3.23.1**.

Nelson, John (U. S. Department of the Interior)

Comments included Attachment A with specific recommendations for stream relocations and modifications. Appendix A is provided following the responses to comments.

0 – Summary

1 – Purpose and Need

2 – Alternatives

3.6 – Indirect and Cumulative Impacts

3.10 – Noise Impacts

3.12 – Construction Impacts

3.13 – Cultural Resource Impacts

3.14 – Visual Impacts

3.16 – Threatened and Endangered Species Impacts

3.17 – Floodplain Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

4 – Section 4(f) Impacts

5 – Comparison of Alternatives

6 – Mitigation and Commitments

Comment

The U.S. Department of the Interior (Department) has reviewed the April 2022, Draft Environmental Impact Statement (DEIS) for the FHWA MidStates Corridor Tier 1 Project, Indiana.

The following comments and recommendations are submitted pursuant to the authority of, and in accordance with, the provisions of the National Environmental Policy Act of 1969 (83 Stat. 852, as amended P.L. 91-190, 42 U.S.C. 4321 et seq.), the Fish and Wildlife Coordination Act of 1956 (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Background Information

The purpose of the project is to provide an improved transportation link between the US 231/SR 66 intersection and I-69 (either directly or via SR 37) that:

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

The Mid-States Corridor Project (Project) is being developed using a tiered approach. Tiering separates the wide-scale issues such as selection of the general corridor location and determining Sections of Independent Utility (SIU) from the more detailed, site-specific impacts (construction impacts, etc.) that will be determined later during Tier 2. As such, many of the impacts (including environmental) have been evaluated at a high level, using desktop and GIS analysis, windshield surveys from public right-of-way, and review of publicly available data as opposed to in-depth field studies. Tier 2 projects will develop specific alignment and construction footprints and determine the facility type for analyzing more precise environmental impacts.

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Multiple corridors in the study area were evaluated, after which 28 Preliminary Alternatives and 10 Routes were screened. Five routes were carried forward for detailed study; these are Alternatives B, C, M, O and P.

The Preferred Alternative identified in the DEIS is Alternative P in which improvements extend 54 miles from I-64/US 231 to I-69 at the existing US 231 interchange. The Preferred Alternative P involves improved highway connections primarily in Davies, Dubois, and Martin Counties, with short extensions into southern Greene County and northern Spencer County.

Support of the Preferred Alternative

The DEIS contains adequate information concerning human and natural resources and potential issues relating to the proposed alternatives associated with the proposed Project at the Tier 1 level. The DEIS also contains a general analysis of potential natural resource impacts associated with each of the proposed alternatives. The Department agrees with the DEIS's conclusion that the preferred alternative, Alternative P, including a western bypass of the City of Loogootee, has fewer overall impacts to federal trust resources when compared to the alternatives that sufficiently met the purpose and need for the Project (M and O). There are no National Historic Landmarks (NHL) or potential NHLs within the Preferred Alternative P route or within any of the other routes. Alternative P also has the least wetland impacts overall. While two of the proposed alternatives did have fewer impacts to forests, they performed the worst in meeting the Core Goals for the Project.

Section 4(f) Comments

While there are no National Historic Landmarks (NHL) or potential NHLs within the Preferred Alternative P route, Local Improvement 18 (LI-18), off of Alternative O, is roughly one-half mile north of the West Baden Spring Hotel NHL in French Lick. Should there be any changes to the Area of Potential Effect (APE) of LI-18 the Department will request to further evaluate the proposed action to determine if it has any effect on the NHL.

Additionally, one Land and Water Conservation Fund (LWCF) encumbered park is within the proposed project area, project 18-00405F, Buffalo Flat State Nature Preserve.

Threatened and Endangered Species

Informal Endangered Species Act (ESA) consultation for the Project has been on-going for several years, and the Department appreciates the work and commitment of the Project team during this period. ESA section 7(a)(2) consultation is planned for the Tier 1 project stage. A Tier 1 Biological Assessment (BA) and ensuing Biological Opinion (BO) will be developed. Subsequently, individual Tier 2 BAs and BOs will likely be developed for detailed impact analysis of each SIU, including some of the local improvements if warranted.

There are potentially 13 federally endangered, threatened, candidate or species proposed for consideration for listing in the study area. Their current federal status is indicated below. The species proposed for listing consideration are species that have been included in the U.S. Fish and Wildlife Service's (Service) National Domestic Listing Workplan. The Workplan enables us to prioritize our workload based on the needs of candidate and petitioned species, while providing greater clarity and predictability about the timing of listing determinations (shown below).

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Endangered

- Indiana bat (*Myotis sodalis*)
- Gray bat (*Myotis grisescens*)
- Fanshell mussel (*Cyprogenia stegaria*)
- Sheepnose mussel (*Plethobasus cyphus*)
- Rough pigtoe mussel (*Pleurobema plenum*)
- Fat pocketbook mussel (*Potamilus capax*)

Threatened

- Northern long-eared bat (*Myotis septentrionalis*)

Species Proposed for Listing Consideration

- Little brown bat (*Myotis lucifugus*) – FY 23
- Tricolored bat (*Perimyotis subflavus*) – FY 22
- Salamander mussel (*Simpsonaias abigua*) – FY 23
- Lake sturgeon (*Acipenser fulvescens*) – FY 24 (court ordered)
- Hoosier cavefish (*Amblyopsis hoosieri*) /Northern cavefish (*Amblyopsis spelaea*)

– FY23

Candidate

- Monarch butterfly (*Danaus plexippus*)- FY 24

On March 23, 2022, the Service published a proposal to reclassify the northern long-eared bat (NLEB) as endangered under the Endangered Species Act. The U.S. District Court for the District of Columbia has ordered the Service to complete a new final listing determination for the NLEB by November 2022 (Case 1:15-cv-00477, March 1, 2021). The NLEB, currently listed as threatened, faces extinction due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across the continent. The proposed reclassification, if finalized, would remove the current 4(d) rule for the NLEB, as these rules may be applied only to threatened species. Depending on the type of effects a project has on the NLEB, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed (and for which the Federal action agency retains discretion) once the new listing determination becomes effective (anticipated to occur by December 30, 2022). If your project may result in incidental take of NLEBs after the new listing goes into effect this will need to be addressed in a consultation that includes an Incidental Take Statement. This change in the NLEB's status should be taken into consideration when developing any BOs.

As mentioned in Chapter 3.16, of the DEIS, the monarch butterfly is considered a candidate species. On December 17, 2020, a 12-month finding on a petition to list the monarch as threatened was announced. The finding indicated the species warranted listing; however, listing was precluded by higher priority actions. Consequently, the monarch is currently considered a candidate species. As a candidate species, neither section 7 of the Endangered Species Act, nor the implementing regulations for section 7, contain requirements for federal agencies. The Service will continue to seek new information and evaluate this species as new data become available. The monarch's status will be reviewed each year as part of the Service's annual Candidate Notice of Review, and if a change in status is warranted, the Service will act at that time. As of now, the Service intends to propose listing the monarch in Fiscal Year 2024, if listing is still warranted at that time.

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The bald eagle (*Haliaeetus leucocephalus*) is no longer listed as federally endangered (it is now delisted); however, this species is afforded federal protection under the Bald and Golden Eagle Protection Act.

General Recommendations

The DEIS indicates that a facility type has not been selected at the Tier 1 level and that the decision will be made during Tier 2 planning and analysis. The options include a limited access expressway and a Super-2 rural arterial. The Department recommends the Super-2 facility type be selected to further reduce the project footprint, particularly in areas with higher forest and natural resource concentrations and concerns.

The project crosses a wide area of floodplains along the East Fork White River and other waterways. The Department suggests that new and reconstructed bridges span as much of the floodplain as possible and avoid instream piers and structures. Because of the rural, and in parts, forested, nature of the project area, and the proximity to the East Fork White River and other large streams and channels, minimizing habitat gaps and barriers to wildlife movement is essential. We encourage the development of wildlife crossings and passages throughout the project area where practicable.

The preferred alternative (Alternative P) is estimated to impact between 66,900-87,900 linear feet of perennial and intermittent streams, as well as ditches and canals; up to an additional 120,000 linear feet of unclassified drainages may also be impacted. The Department recommends that realignment and/or channelization of streams be avoided as much as possible. Adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion and sedimentation.

Recommendations for stream relocations and modifications are included in Attachment A of the document.

There is no mention of the potential use of causeways or barges for bridge construction and/or demolition. Causeways can cause substantial changes in flow patterns and restrict fish passage at lower flows; they can also adversely affect mussels within and near the causeway construction area. During low-flow conditions excessive channel blockage can create stagnant water upstream of the causeway and dissolved oxygen deficits downstream in lateral portions of the channel. A bridge replacement study on the Allegheny River noted that some causeway designs have had slack water effects up to 600 meters upstream (Reutter, D.S., F. Patrick, and D.A. Charters. 2001). See Attachment A for recommendations.

The Department encourages coordination with forest landowners during the relocation and right-of-way acquisition process to discuss opportunities for deferring landowner tree-clearing activities to the approved Indiana bat and NLEB winter tree-clearing timeframes. This could voluntarily limit the timing of private timber harvest to a period when bats are not present in the project action area.

Visual impacts, including lighting from the presence of traffic and expressway lighting and grading work, are discussed in Chapter 3.14. However, there is no discussion of lighting impacts to wildlife. Such analysis should be included in this section, similar to the analysis of noise effects on wildlife that is included in Chapter 3.10 of the DEIS.

Alternative P crosses the East Fork White River near the existing U.S. 231 alignment and then veers to the left and crosses through a large woodlot before bending back towards the U.S. 231 alignment. The

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Department proposes the new roadway stay as close to the existing roadway and avoid fragmenting this forest block. We also recommend the alignment use existing U.S. 231 as much as possible north of Loogootee to avoid numerous woodlots and forested areas, particularly near Gantz Woods Nature Preserve and First Creek.

Finally, in the past, the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) have incorporated conservation measures into the proposed project design to avoid, minimize and mitigate threatened and endangered species impacts to the maximum extent practical. This included measures such as seasonal tree clearing, limiting right-of-way in sensitive areas, reducing and avoiding noise and lighting impacts, minimizing instream work, incorporating wildlife crossings, and compensatory reforestation and preservation, among other items. The Department and the Service look forward to further collaboration and discussion on these measures and others as we continue to coordinate during the section 7 consultation process.

Specific comments

Chapter 0

Pg. ES-5, first paragraph: Please define or explain what a partial access expressway and Super-2 rural arterial is either in the text or glossary.

Chapter 3

Pg. 3.6-4, first bullet point: I-65 should be I-64.

Pg. 3.16-7, second paragraph, 4th sentence: Please clarify whether acoustic detection data was evaluated and included.

Pg. 3.16-11, 4th paragraph, 3rd sentence: Please clarify if the decrease is in total number of bats or percentage of bats.

3.16-11, 4th paragraph, 5th sentence: The population decline range-wide from 2007 to 2019 was approximately 15%, in Indiana during that period it was approximately 22% and the decline at the critical habitat location was 46%. While the trend is similar in that it is decreasing in all instances, the magnitudes vary significantly.

Pg. 3.16-16, 3rd paragraph: Although the primary lake sturgeon habitat is within the 41-mile stretch of the East Fork White River as mentioned, there have been a few instances of lake sturgeons moving downstream of the US 231 bridge (Brant Fisher, Indiana Department of Natural Resources, personal communication).

Pg. 3.16-18, 2nd paragraph, 2nd sentence: The Service has a record of one live sheepsnose specimen from Martin County in 1992. Although there is limited evidence of the Sheepsnose mussel in the East Fork White River, we consider them present in the area beginning near the confluence of the Lost River, upstream to Williams Dam.

Pg. 3.16-20, 3rd paragraph, 6th sentence: The INFO has not identified any salamander mussel habitat in our local database at this time since the species is not yet listed.

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Pg. 3.21-9, Section 3.21.5 Mitigation: The “Compensatory Mitigation Ratio - Percent Forest Cover” and “formula” mentioned is specific to projects that fall under the FHWA, FRA, and FTA Rangewide Programmatic Consultation for Indiana and Northern Long-eared Bats (which this project does not qualify for).

The “Range-Wide Indiana Bat In Lieu Fee (ILF) Program” is an in-lieu fee program administered by The Conservation Fund (TCF). TCF has not establish any formulas or ratios for compensatory mitigation calculation, but rather has established, in coordination with the Service, a program for compensation of adverse effects to Indiana and northern long-eared bat habitat. This program offers an option for authorized users to provide compensatory mitigation for unavoidable impacts to Indiana bats, northern long-eared bats, and their habitats within the program area. Authorized users pay mitigation fees into the program account, which is used to undertake mitigation projects that offset the impacts caused by their actions in accordance with 1) the FHWA, FRA, and FTA Rangewide Indiana Bat and Northern Long-eared Bat Programmatic BO, 2) in accordance with another applicable Service BO, or 3) a Service approved Habitat Conservation Plan. Mitigation ratios and amounts are established based on a case by case basis according to each consultation.

Generally, the Service and the Indiana Department of Transportation have used a 3:1 forest mitigation ratio (2:1 preservation and 1:1 reforestation) for larger road projects involving formal Section 7 Consultation for the Indiana bat.

Chapter 5

Pg. 5-9, second bullet point: This statement is somewhat confusing since Alternative P is not within any hibernacula areas. Only Alternative M appears to impact forest within known Indiana bat hibernacula areas and M and O (2 acres) have impacts within known NLEB hibernacula areas.

Chapter 6

Pg. 6-5, Section 6.2.6: See comment for Pg. 3.21-9. Mitigation strategies for listed species will be developed during Section 7 Consultation.

Appendix I

Pg. 14: We do have records of the northern long-eared bat from Dekalb, Allen, St. Joseph, Fulton, Starke, and Jasper Counties, which are in the northern quarter of the state, as well as, in Wells, Cass, Carroll, Tippecanoe, and Benton Counties which are all in the northern third of the state. The paucity of records may be due in part to low survey efforts in this part of the state.

Pg. 46: The Service’s records show a fresh-dead fanshell mussel approximately three miles downstream of the Alternative B crossing area. Please clarify the age and/or condition of the referenced DEIS specimen (*e.g.*, live, sub-fossil, fresh-dead, weathered, etc.).

Pg. 48: Please clarify the age/condition of this specimen.

Pg. 49: This sentence appears to be copied from the clubshell discussion (page 48, 2nd paragraph, last sentence); however, there is a fresh-dead fat pocketbook record in the East Fork White River at the proposed crossing location for Alt B.

Pg. 51: Please clarify the age/condition of this specimen.

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The Department thanks you for the opportunity to provide these comments. For issues concerning Section 4(f) resources, please contact Christine Gabriel, Regional Environmental Coordinator, National Park Service (IR 3/4/5) at christine_gabriel@nps.gov. For issues concerning the Buffalo Flat State Nature Preserve, please contact Robert (Bob) Bronson, Grants Section Chief, Indiana Department of Natural Resources at 317-232-4075 or Bbronson@dnr.in.gov. For Natural Resource concerns, please contact Robin McWilliams Munson at 812-334-4261 X. 207 or Robin_McWilliams@fws.gov. For more information on the U.S. Fish and Wildlife Service's (Service) National Domestic Listing Workplan, please see: <https://www.fws.gov/project/national-listing-workplan>.

Response

These responses are organized by the headers in the comment letter. In cases where no specific request or recommendation is made to modify the EIS, the response text summarizes the key points of the comment.

Background Information

This text summarizes the tiered approach used in this Tier 1 EIS, and provides an overview of the process used to identify **Alternative P** as the preferred alternative. It notes that many of the impacts are evaluated at a high level, and that Tier 2 EIS documents will develop specific alignments to analyze impacts more precisely.

Support of the Preferred Alternative

This text summarizes the analysis which led to the identification of **Alternative P** as the DEIS Preferred Alternative. This information is provided in detail in **Chapter 5 – Comparison of Alternatives**. It expresses its agreement that **Alternative P** has overall fewer impacts to federal trust resources than other alternatives which also sufficiently meet the purpose and need.

Section 4(f) Comments

It notes that Local Improvement 18, which is part of **Alternative O**, is proximate to a National Historic Landmark. **Alternative O** is not the FEIS Preferred Alternative. It also notes that Buffalo Flat State Nature Preserve (project 18-00405F), also known as Buffalo Pond Nature Preserve, is a Land and Water Conservation Fund (LWCF) encumbered Park. See FEIS **Section 4.4 – Section 6(f) Resources**. This site is located approximately 450 feet west of the **Alternative P** working alignment. No impacts or constructive uses of this facility are anticipated.

Threatened and Endangered Species

As the comment notes, INDOT has prepared a Tier 1 Biological Assessment (BA) for this project. U.S. Fish and Wildlife Service (USFWS) has prepared a Tier 1 Biological Opinion (BO), which provides a “no jeopardy” opinion for all listed species in the project area. The BA and BO are provided in FEIS **Appendix PP** and **Appendix QQ**, respectively.

The comment provides a listing of 13 species in the Study Area which are federally endangered, threatened, candidate or proposed for listing. Each of these was considered in the BA. Except for the Hoosier cavefish, this consideration included a discussion of their action areas, current conditions within the action areas, efforts to avoid and minimize impacts and effects analysis. The Hoosier cavefish was

excluded from these analyses because **Alternative P** is outside of karst areas within the Study Area, and impacts no known karst features.

Regarding the reclassification of the northern long-eared bat, the BA incorporates its recent reclassification as endangered. The BA recognizes that the monarch butterfly is a candidate species, and the BA provides the analysis to consider it as if it were listed. **Section 3.16** discusses the protection of the bald eagle under Bald and Golden Eagle Protection Act of 1962 (**Section 3.16.1.2**). It discusses the status of the bald eagle within the Study Area (**Section 3.16.4.1**).

General Recommendations

The recommendation that Tier 2 studies select a Super-2 facility is noted, as resulting in fewer impacts than an expressway facility. The decision about a facility type will be made in Tier 2 studies of costs and benefits, in addition to impacts.

The comment suggests that new and reconstructed bridges span as much of the floodplain and avoid instream piers and structures along the East Fork White River and other floodplains as much as possible. Please refer to **Standard Response 3.17.1** regarding impacts to floodplains. At this Tier 1 level, engineering assessments focused on avoiding floodplain impacts, in particular longitudinal floodplain impacts. In areas with significant floodplains, Tier 2 engineering assessments will consider the tradeoffs between costs and impacts of bridge construction versus other design approaches. This has been added as a Tier 2 commitment in FEIS **Section 6.2.2**.

Regarding impacts to streams, the comment requests that realignment and/or channelization of streams be avoided. The FEIS acknowledges that adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion and sedimentation. See FEIS **Section 3.19.1**. A Tier 2 mitigation commitment has been added to FEIS **Section 6.2.1** stating that realignment and/or channelization of streams will be avoided where reasonable. The recommendations in Attachment A are noted. These are more detailed recommendations than can be considered in this Tier 1 study. These recommendations will be considered in the Engineering and Environmental Assessments in Tier 2 NEPA Studies. This consideration is noted in FEIS **Section 6.2.1**.

Regarding the use of causeways or barges for bridge construction and/or demolition, a mitigation commitment has been added in FEIS **Section 6.2.1** stating that construction techniques calling for avoiding use of causeways in favor of barges will be considered, if reasonable. Such decisions about construction methods will be finalized in post-NEPA design and construction contracting. These concerns also will be addressed in obtaining Construction in a Floodway Permits from the Indiana Department of Natural Resources. Please refer to FEIS **Section 3.26.6**. This provides resource agency oversight through the design process to provide suitable stream crossings.

Regarding tree clearing, a mitigation commitment has been added to FEIS **Section 6.2.6** stating that landowners will be informed during the relocation and right-of-way acquisition process about the approved Indiana bat and northern long-eared bat winter tree clearing timeframes. This will include providing educational material from USFWS and conferring with owners regarding deferring any private tree removal to the approved season."

Regarding the effects of added lighting introduced by the Mid-States project, **Section 3.14.6 – Lighting Effects on Wildlife** has been added to the FEIS.

Regarding the recommendations for **Alternative P** to remain near and/or use the existing US 231 alignment in locations in Martin and Daviess counties, the following information is offered. Two

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alternatives were considered in the DEIS which made extensive use of US 231 in these counties. The **P₂₃₁** variation uses extensive portions of US 231 north of the White River. It is described in **Appendix V**. **Alternative R**, an upgrade of US 231 between I-64 and I-69, was analyzed in detail in the FEIS. Both of these alternatives had high levels of human environment impacts and lower performance. The location of **Alternative P** was determined by evaluating tradeoffs of cost, impacts and benefits. The suggested relocations of **Alternative P** would result in significant increases to human environment impacts, especially relocations.

Regarding impacts to Gantz Woods, please refer to **Standard Response 3.27.2**. Reasonable efforts will be made in Tier 2 studies to avoid and minimize impacts to contiguous woodlots near Gantz Woods as well as First Creek. This also will serve to minimize impacts to listed species habitat. The FEIS considers impacts which fragment forest areas. Please refer to FEIS **Section 3.21 – Forest Resource Impacts**. Revising or expanding the corridor north of Loogootee to include existing US 231 would likely result in an impact to Brinegar Chapter, a cultural resource potentially eligible for listing on the National Register of Historic Places. Based on these and other potential impacts, there is no plan to revise the corridor location north of Loogootee to us existing US 231.

Regarding the conservation measures provided in the Mid-States Tier 1 Biological Opinion, INDOT and FHWA likewise look forward to further collaboration and discussion in Tier 2 studies and later stages of the project.

Specific Comments

Chapter 0

Comment on p. ES-5 – Definitions for expressway and Super-2, as well as freeway, were added in **Chapter 11 – Glossary and Acronyms**.

Comment on p. 3.16-7 - Acoustic data were not used for Indiana bat and northern long-eared bat, but was supplemented for the gray bat. Text has been added to the FEIS in **Section 3.16.3.1 – Proximity Analysis** to state this.

Comments on p. 3.16-11, 4th paragraph, 3rd sentence; p. 3-16-11 4th paragraph, 5th sentence. – text was revised in FEIS to address both comments. Comparisons are provided both for actual enumerations and percentage changes. Text is revised to be clearer.

Comment on p. 3.16-16, 3rd paragraph. Additional narrative has been added from Biological Assessment describing these potential downstream occurrences.

Comment on p. 3.16-18, 2nd paragraph. The narrative has been revised to take note of the 1992 specimen.

Comment on p. 3.16-20, 2nd paragraph, 2nd sentence. Narrative has been revised to state that USFWS has not identified habitat for the salamander mussel since it is not yet listed under the Endangered Species Act.

Comment on p. 3.21-9, Section 3.21.5 – Mitigation. This text has been modified to state that the level of forest mitigation required for this project is determined through formal consultation under Section 7 of the Endangered Species Act. The text has been revised to clarify expected mitigation ratios per USFWS consultation. Please refer to the Biological Assessment (BA) in **Appendix PP** of the FEIS and the Biological Opinion (BO) in **Appendix QQ**. The conservation measures included in the BA identify the planned forest mitigation for impacts to habitat of listed bat species. As the comment also notes, The

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“Range-Wide Indiana Bat In Lieu Fee (ILF) Program” is an in-lieu fee program administered by The Conservation Fund (TCF) which would be available for mitigating forest impacts.

Chapter 5

The second bullet point has been restated to clarify its intent. The intent of this bullet is to state that unlike some other alternatives, **Alternative P** impacts no known hibernacula areas.

Chapter 6

Text has been added to this section stating that mitigation strategies for listed species will be developed during Section 7 consultation.

Appendix I

Comment on p. 14. The text has been changed to list all northern Indiana counties for which the USFWS has records of the northern long-eared bat.

Comment on p. 46. The accounts of the fanshell mussel have been updated based on added USFWS and IDNR findings.

Comment on p. 48. The narrative for the clubshell mussel has been updated for **Alternative B**.

Comment on p. 49. The narrative has been changed to indicate that both USFWS and IDNR have a fresh dead record of the fat pocketbook mussel within the Alternative B corridor at the East Fork White River.

Comment on p. 51. The narrative has been changed to indicate the identification of a weathered dead specimen.

Attachment A

Stream Relocation Recommendations:

1. Limit the length of channel to be realigned to the minimum necessary for the bridge construction.
2. If the channel reach to be realigned contains good bottom substrates (i.e., gravel, cobbles, and boulders), stockpile this material and use it for substrate in the new channel.
3. Minimize the use of riprap and other artificial bank protection. Use bioengineering techniques wherever possible.
4. If riprap is used, extend it below low water to enhance aquatic habitat.
5. Construct the new channel with bank slopes and bottom elevations equivalent to those in the natural channel. New culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed, where practicable, on an essentially flat slope.
6. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
7. Plant native hardwood trees and shrubs in a zone at least 30 meters wide on both sides of disturbed or new channels.
8. Evaluate wildlife crossings under new bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Causeway Recommendations:

1. Locate the causeway primarily outside of the cobble/gravel substrate area, which is the most suitable habitat for many mussel species.
2. Install culverts/pipes within the causeway to allow continued flow of water through the area to prevent pooling and stagnation.
3. The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events to prevent upstream flooding.
4. Use clean fill material and remove immediately once project is completed.
5. The structure should not be in the stream longer than a year in order to minimize disruption of the mussel and host fish reproductive cycle.
6. All equipment to be used in the river should be inspected using accepted protocols and determined free of zebra mussel adults and veligers.

Barge Recommendations:

1. All barge equipment maintenance will be conducted away from the river, whenever possible. Fuel storage shall be contained/maintained in an area where leakage and spilling into the river will be avoided.
2. Excavation for the deadman anchors and steel cables would be performed in a manner to minimize the amount of surface disturbance, and appropriate measures would be implemented to prevent the discharge of material into the river channel. During excavation, temporary silt fence will be installed around each deadman anchor site during excavation and installation. Extreme caution will be exercised during excavation/installation activities to prevent sediment from being washed into the river.
3. Boat will be operated at as low of RPM's as practicable when approaching and leaving the work site to minimize river bottom scouring and downstream siltation.
4. Minimize impacts to shoreline and substrate via barge grounding.
5. All equipment to be used in the river should be inspected using accepted protocols and determined free of zebra mussel adults and veligers.

Other General Recommendations:

1. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation along riparian areas extend at least 30 meters perpendicular from the streambank.
2. Do not clear trees or understory vegetation outside the construction zone boundaries. (This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)
3. Restrict below low water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or openarch culvert, and be installed where practicable on an essentially flat slope. When an openbottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
4. Use project design and right-of-way control to prohibit or restrict secondary development in large forest blocks and near currently undeveloped forested waterways.
5. Develop and implement erosion and sedimentation control methods to address all sources of project-related erosion and sedimentation, including, but not limited to, construction access roads, roadway approaches, staging areas, bank modification, etc. Best Management Practices for erosion and sedimentation control will be in place before, during, and after any work is conducted.
6. Implement pollution prevention and control measures during all construction activities to reduce the potential for hazardous spills or other materials entering the streams and waterbodies. This will include the placement of refueling staging areas, fuel storage, and hazardous materials away from the river, and may also require specific containment measures for demolition, painting, sanding, etc.

7. Direct temporary lighting away from forest habitat (particularly during bat active season). When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable (for more information see http://www.escolighting.com/PDFfiles/BUG_rating.pdf).

Westlake, Kenneth (U. S. Environmental Protection Agency)

2 – Alternatives

3.1 – Overview and Methodology

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.25 – Ecosystem Impacts

3.26 – Permits

6 – Mitigation and Commitments

Comment

The U.S. Environmental Protection Agency has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the proposed Mid-States Corridor in southern Indiana. The Mid-States Corridor project is an undertaking administered by the Indiana Department of Transportation (INDOT) on behalf of the Federal Highway Administration (FHWA). This Tier 1 Study is funded by the Mid-States Corridor Regional Development Authority and does not have federal funding. However, future project stages are anticipated to include federal funds and permits. This letter provides our comments on the Tier 1 DEIS, pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

The Mid-States Corridor is intended to improve the transportation linkage of US 231 between State Road (SR) 66 and I-69 in Southern Indiana. The study area for the project encompasses 12 counties: Spencer, Dubois, Perry, Warrick, Pike, Daviess, Crawford, Orange, Martin, Lawrence, Greene, and Monroe counties. These were selected as the project study area because they may experience noteworthy changes in traffic patterns due to the project. The Tier 1 DEIS Build Alternatives propose to establish a continuous corridor through the entire project area, identify how they will connect to I-69, and propose what their Sections of Independent Utility (SIUs) would be for future analysis in the Tier 2 NEPA analyses.

The proposed Build Alternatives were separated into three distinct sections to further evaluate potential conceptual alternatives; these includes Sections 1-3 starting from the southern termini and progressing north. Section 1, the section of US 231 which was upgraded to a four-lane expressway in 2011, begins at SR 66 (the project's southern terminus) and continues north to I-64. Section 2 is in Dubois County, beginning at the existing US 231/I-64 interchange near Dale and ending in northern Dubois County near the Dubois/Martin County line. Section 3 occupies the area between Section 2 and a connection point with I-69. Although there are three distinct sections, new corridors were only developed for Sections 2 and 3. Any recommendations for build alternatives in Section 1 would be limited to spot improvements for access management. A single corridor representing the existing alignment of US 231 was used for Section 1. While Section 1 will ultimately include evaluation for transportation improvements, they will be localized projects determined as part of the Tier 2 NEPA analysis.

After corridors in each section were established, combinations of corridors between the three sections were created to form alternatives that would provide a single route between the termini. Each corridor was composed of a two-mile wide study band for evaluation of resources and placement of a reasonable roadway alignment. Routes from Sections 1, 2 and 3 were combined to specify 18 routes as potential

Mid-States Tier 1 DEIS Comment

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preliminary alternatives. The 18 potential preliminary alternatives were designated as Alternatives A through R.

After pre-screening and evaluation for fatal flaws, the alternatives carried forward for detailed analysis in the DEIS were Corridors B, C, M, O, and P. Each proposed corridor also includes localized improvements to existing roadways associated with each specific corridor. The western Loogootee bypass option of Corridor P was identified in the Tier 1 DEIS as the Preferred Alternative for the Mid-States Corridor. The Tier 1 Preferred Alternative P is a corridor that generally is 2,000 feet wide. Final alignments are anticipated to be 200 to 500 feet wide. These will not be determined until Tier 2 studies. Preferred Alternative P includes five SIUs and nine localized improvement projects, all also with independent utility.

EPA's comments and recommendations on the DEIS are enclosed with this letter. We recommend that the Final EIS address these comments and our recommendations, which generally relate to water resources, mitigation, and environmental justice.

We appreciate the opportunity to review and provide comments on this DEIS and are available to discuss our comments with you in further detail if requested. We look forward to continued discussions with FHWA, the Indiana Department of Transportation, and the other natural resource agencies to address EPA's detailed comments in the Tier 1 Final EIS. If you have any questions about this letter, please contact the lead NEPA Reviewer, Liz Pellosso, PWS, at 312-886-7425 or via email at pellosso.elizabeth@epa.gov.

EPA Detailed Comments

Tier 1 Draft Environmental Impact Statement for the Mid-States Corridor

June 14, 2022

ENVIRONMENTAL IMPACTS – WATER RESOURCES

- EPA recommends the Tier 1 FEIS commit to crossing all streams/rivers in as perpendicular a manner to active flow as possible.
- EPA recommends that both new and replacement stream crossings be designed to allow fish and other aquatic organism passage and to ensure continuity of the aquatic habitat (by not restricting or altering water depth, flow, or velocity). Span crossings (bridges, 3-sided box culverts, open-bottom culverts, or arches) are preferred from both an environmental and fisheries standpoint as they preserve the natural stream channel and maintain favorable habitat, natural processes, and aquatic organism passage under and/or through the structure. If a non-open bottom crossing is pursued, (such as a four-sided box culvert or a pipe), they should be embedded into the bottom of channel.
- The DEIS did not discuss stormwater management. The Tier 1 FEIS should discuss stormwater management expectations and commitments as the project develops. Natural wetlands and existing streams should not be used for storm water detention or pollution prevention devices. All stormwater best management practices and detention areas should be built and located outside of natural wetlands and streams.
- The DEIS utilized impaired streams spatial data from the 2018 list of Clean Water Act Section 303(d) impaired water bodies. The FEIS and future Tier 2 analyses should utilize the most up-to-date impaired water bodies listings.
- Appendix R (Section 303(d) Impacts) failed to discuss how proposed stream crossings could or would affect existing impairments of 303(d) listed waters. The FEIS should address this.

MITIGATION

EPA is aware that avoidance and minimization of potential impacts will be determined in Tier 2 analyses and that the 2000-foot project planning corridor will allow for additional avoidance and minimization of impacts as a final alignment is selected and designed in Tier 2.

Recommendations:

- EPA recommends that mitigation commitments be added to the Tier 1 FEIS, including (but not limited to) potential mitigation locations, timeframes, follow-up maintenance/ adaptive management requirements, and mitigation goals.
- The FEIS should discuss if and when a Preferred Alternative Mitigation Package for unavoidable impacts to wetlands and other regulated water resources will be developed.
- The FEIS should clarify information on any existing or planned mitigation sites that may be impacted by the corridor of the Preferred Alternative. The DEIS was unclear whether or not previously approved U.S. Army Corps of Engineers (USACE) Section 404 mitigation sites are in the vicinity of, or will be impacted by, Corridor P.
- Information on cumulative wetland impacts, such as to previous Section 404 mitigation sites in the corridor footprint of the Preferred Alternative, should also be provided in the FEIS.
- Mitigation strategies for wildlife impacts are most successful if included from the earliest stages of planning a new roadway. Many techniques can reduce wildlife mortality. Wildlife crossings should be discussed in the FEIS and planned for as the project progresses. Designing stream crossings to incorporate wildlife passage features would be beneficial wherever feasible. Also consider wildlife crossings in additional locations.

ENVIRONMENTAL JUSTICE

Appendix AA includes information from a March 12, 2020, coordination meeting held by the project team with the Orange and Lawrence County Area Amish Community. The meeting minutes state, *“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 [sic] younger members understood what was being discussed, but perhaps some of the 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.”* Appendix DD (Social Impacts) provides additional information on concerns the Amish communities have raised with the project and Corridor P.

The project’s Environmental Justice Outreach Plan states, *“Project team members utilizing resources and input from local officials, churches and social service organizations will arrange for up to ten (10) meetings proximate to areas with identified potential environmental justice communities. Although not specifically identified communities, special efforts will be made to engage members of the Amish communities within the project study area as well.”*

Recommendations:

- The FEIS should describe how members of the Amish communities were provided with a meaningful voice in the project’s development. The FEIS should document how the project team has ensured full and fair public participation.
- Based on the ethnic and socio-economic characteristics of each community along the corridor, ongoing opportunities exist to implement strategies that incorporate environmental justice efforts. As the Preferred Alternative will impact Amish communities, the FEIS should include additional information on how the project team will provide meaningful outreach to the Amish, including how outreach efforts will be developed and implemented in a manner that considers Limited English Proficiency (LEP) populations.

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- The FEIS document should document how there is an equitable distribution of benefits from the transportation investment to all affected communities.
- The FEIS should include additional information on how, as the project progresses towards major decision-making milestones, the agencies will provide meaningful coordination with community groups to maximize the distribution of outreach efforts.

Response

The receipt of this comment letter and its description of the Mid-States project is noted. No comments are offered on these descriptions, which accurately describe the study process from scoping to the release of the DEIS.

Responses to USEPA's comments are grouped by the headers in the comment letter.

Environmental Impacts – Water Resources

Regarding perpendicular stream crossings, a commitment has been added to FEIS **Section 6.2.1** that Tier 2 studies will provide that, where reasonable, new roadway construction will cross streams in a perpendicular manner. Such a configuration can lessen construction costs due to shorter bridge lengths required, and will be coordinated as part of the permitting process.

Regarding stream crossing configurations, reasonable efforts will be made during Tier 2 environmental studies for stream crossings to maintain natural stream channels, and to provide as perpendicular crossings as possible. INDOT design requirements include sumping of culvert structures to accommodate a natural substrate as identified in the Indiana Design Manual (203-2.02). Culvert sumping requirements are also included in the general conditions of the IDEM Regional General Permit Section 401 Water Quality Certification and are typical requirements for individual Section 401 Water Quality Certifications. These requirements will ensure continuity of aquatic habitat and allow for aquatic organism passage. Resource agencies will be consulted during Tier 2 studies regarding type and placement of structures at stream crossings. Decisions about final stream channel configurations will be made during post-NEPA design, as well as permitting.

Regarding stormwater management, the project will follow INDOT Design Manual Chapter 204 "Post - construction Stormwater Management", INDOT Standard Specification 205 "Stormwater Management" and the IDEM Storm Water Quality Manual to maintain and control erosion, stormwater runoff, and sediment migration from the project to prevent impacts to water resources. Construction will require an approved Construction Stormwater General Permit (CSGP) from IDEM, which requires the approval of a Storm Water Pollution Prevention Plan (SWPPP) prior to acceptance. In addition, the project will be required to address post construction runoff as part of the CSGP to ensure that the post construction runoff volumes are equal to or less than the preconstruction runoff volumes where feasible. Temporary erosion and sediment control Best Management Practices (BMPs) will be installed prior to earth disturbing activities and will be maintained and/or modified throughout the construction of the project until all disturbed areas are stabilized. All temporary BMPs and permanent post construction runoff measures will be constructed outside the limits of all identified jurisdictional and isolated water resources, unless impacts for these measures are included in the approved USACE Section 404 Permit and IDEM Section 401 Water Quality Certification for jurisdictional water resources and in the IDEM Isolated Wetland Permit for approved isolated water resources. Text summarizing these commitments

has been added to the mitigation subsections of **Section 3.18 – Wetland Impacts** and **Section 3.19 – Stream Impacts**.

Regarding use of the 2018 303(d) listing of impaired streams, the following information is offered. As noted in the DEIS, both in **Section 3.19 – Stream Impacts** and **Appendix R – Section 303(d) List – Impaired Waterbodies**, the 2018 spatial data was the latest data available. The 2020 draft integrated WQ report was released as the DEIS neared completion. Because they had not been approved by USEPA, the associated spatial data was not released. The 2020 draft report was used to cross reference the 2018 data for any changes to provide the most current information available in the DEIS. Per the recommendation to present the most current information in the FEIS and Tier II documentation, revisions in the FEIS to **Appendix R** and **Section 3.19** include approved 2022 integrated WQ report data.

Regarding the effects of new stream crossings on stream impairment status, the following information is offered. **Section 3.19** and **Appendix R** each discuss the impairments of receiving streams, the sources of their impairments, how sources tend to generate the impairments, and whether the transportation project would have the likelihood to cause further impairment to these receiving streams. Specific analyses in these two documents is as follows.

- **Appendix R.** The introduction includes identification of purpose “Any transportation project that considers new alignment or modification of drainage patterns should be evaluated for the potential of the project to result in further impairment of the receiving waters. For those watersheds with an approved TMDL, the transportation project should be evaluated for consistency with the TMDL.” **Table 1** lists impaired waterbodies and the list of impairment(s) for each. This is followed by the analysis section which details primary sources of each major impairment, and identifies those watersheds that have TMDLs and WMPs . The analysis section includes the following statement, “The combined alternatives cross roughly 17 different 10-digit HUC watersheds, with alternatives individually crossing 6-10 watersheds each (Figure 3). None of receiving waterbodies were identified as expressing impairment from transportation sources.” This was a basis for further discussion in the sections which analyze each alternative. The summary section ends with the following statement “Review of the 303(d) list indicates impairments are predominantly associated with agricultural runoff. It is not anticipated stormwater runoff from the transportation corridor would contribute substantially to the impairments identified for these 303(d) listed streams.” In review of this comment, an additional statement was added to further expand the notation of karst, “**Alternative P** and **RPA P** are generally outside known karst areas thus are not anticipated to have the potential to impact water quality resources within this type of sensitive geology.”
- **Chapter 3.19.** The introduction section identifies the three primary ways in which transportation projects can affect water quality. **Section 3.19.3.2 – Impaired Stream Impacts**, discusses impaired streams. It identifies the TMDL watersheds and the primary sources of impairment to the receiving streams. The subsection concludes with the following statement, “The existing impairments of each of these waterbodies are primarily associated with agricultural non-point pollution. The impairment sources were not affiliated with transportation facilities and none of the alternatives would be anticipated to cause further impairment to these 303(d) waterbodies as result of operation or maintenance.”

Mitigation

Regarding the specifics of mitigation locations, timeframes, adaptive management and mitigation goals, the following information is offered. In response to comments from multiple agencies to consider combinations of facility types, this Tier 1 FEIS does not identify a preferred facility type. Those decisions will be made as part of Tier 2 studies. In addition, the timing of Tier 2 NEPA studies and subsequent design and construction has not been determined.

Deferring facility type decisions to Tier 2, including allowing for a combination of facility types, results in variability about the type and magnitude of mitigation which eventually will be required. As noted above, the timing of Tier 2 studies and subsequent design and construction has not been determined. In view of these circumstances, it is premature to identify mitigation locations, timeframes, management requirements and mitigation goals. As a part of Tier 2 studies in each Section of Independent Utility (SIU), each of these mitigation components will be considered.

For the same reasons, a Preferred Alternative and Mitigation Package (PAMP) has not been prepared for this Tier 1 NEPA Study. INDOT anticipates providing a PAMP as part of Tier 2 studies for Tier 2 SIUs. Given their relatively small scope, it is not anticipated that a PAMP would be prepared for Tier 2 NEPA studies for local improvements. This will be clarified in **Chapter 6 – Environmental Commitments**.

No existing or planned Section 404 mitigation sites will be impacted by **Alternative P**. This will be clarified in **Chapter 6 – Environmental Commitments**. Cumulative wetland impacts are addressed in **Section 3.6 – Indirect and Cumulative Impacts**, as well as supporting appendices.

Wildlife crossings were addressed in **Section 3.25 – Ecosystem Impacts** in the DEIS. See **Section 3.25.4**. In response to comments, this discussion has been expanded in the FEIS. Specific elements will be addressed in more detail in Tier 2 studies. Such elements include the location of wildlife passages, their size, potential passages not associated with stream crossings, tradeoffs between bridges and culverts, stream restoration techniques, the nature of the wildlife passage substrate and accommodating larger species. Designing stream crossings to incorporate wildlife passage features would be beneficial wherever feasible

Environmental Justice

The comments emphasized environmental justice-type initiatives to Amish communities. These responses emphasize the efforts to implement such initiatives within the Amish community, but are generally applicable to all low-income and minority communities.

Standard Response 3.8.1 summarizes efforts to target outreach to Amish communities and key input received during this outreach. Additional information is offered below to address specific details of this comment.

The project team made significant efforts to provide the Study Area's Amish communities with a meaningful voice in the project development. During early coordination, the project team made efforts to create relationships within the Amish community to provide confidence that their needs and desires would be respected in the outreach process. The study team identified leaders who could serve as trusted lines of communication with Amish community members.

In this process, the study team developed strategies to provide meaningful opportunities for participation of community members. These strategies included selecting meeting locations that were familiar and accessible, using community leaders to help host meetings and using printed materials to share information and receive feedback. The meetings were an open forum for members to share concerns and have their questions answered. The informality of meeting at Amish homes or businesses

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combined with open conversation rather than written responses created an environment of collaboration and goodwill. Three of these meetings were conducted since the close of the DEIS comment period, during which comments were received regarding the need to identify and consider the special travel needs of the Amish community. One of these meetings was held on March 23, 2023 to provide information on the four variations of **RPA P** near Loogootee which will be considered in Tier 2 studies.

The distinctive characteristics of the Amish community guided the project team's outreach. These efforts respected Amish cultural and spiritual priorities. Some community members have limited English proficiency. Follow-up meetings were offered with English-proficient members translating for other members. This facilitated answering questions for those with limited English proficiency. Small group gatherings with open formats and collaborative conversations created an environment where questions were welcomed and immediately answered. For the Amish community, this is more effective than formal presentations that don't facilitate dialogue. Meetings were held in places that were convenient for the community's non-motorized transportation at times that respected their work and worship times.

The equitable distribution of benefits will be provided as a direct result of learning about the community's needs, as well as incorporating these into project planning. These efforts will include "thinking outside of the box" in project design. INDOT took such steps during the planning and design for I-69 in Daviess County, where there is a significant Amish/Mennonite community. Such efforts included:

- Pavement and grade separation designs. Initiatives included providing overpass pavement suitable for horse-drawn transportation and locating grade separations to recognize the slower speeds of non-motorized transportation. The percentage grades of some overpasses were lower than otherwise would be provided to better accommodate non-motorized transportation.
- In one instance, an alignment was located to minimize the separation of households in an Amish/Mennonite community. This occurred in Daviess County in the vicinity of CR 500/550 N.

These are provided as examples of what can result from meaningful and continuing outreach to the Amish community. As noted above, they apply generally to all low-income and minority communities. Specific features to ensure the equitable distribution of benefits for the Mid-States project will be identified during continuing community outreach.

The relationships and connections formed with the Amish during the Tier 1 Study will continue to be nurtured as the project moves into Tier 2 studies. Traditional traffic counts and surveys do not adequately reflect Amish travel habits. Tier 2 analyses will go beyond traditional methods to be sure travel patterns are captured and accurate. Key considerations will include:

- Learning how Amish use existing transportation facilities.
- Design features which will consider their non-motorized travel needs. Two examples are sight distance provisions and median width treatments.
- Determining the impacts which access changes will have to the community. These will consider the slower nature of non-motorized travel.
- These efforts will respect their ordnung, or local practices. This will encourage the community to continue to participate in the project. For example, meetings might be scheduled late on summer evenings to respect the length of the workday while the sun is still up.

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Building on the relationships formed in Tier 1, the respect shown to their needs by the project team and the commitment to continue to involve the community, the Tier 2 studies will benefit from and expand on the progress established in Tier 1.

Buffington, Matthew (Indiana Department of Natural Resources)

Referenced List of managed lands and species is provided after the response section

2- Alternatives

3.6 – Indirect and Cumulative Impacts

3.7 – Traffic Impacts

3.12 – Construction Impacts

3.14 – Visual Impacts

3.16 – Threatened and Endangered Species

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.26 – Permits

3.27 – Managed Land Impacts

6 – Mitigation Impacts

Comment

The Indiana Department of Natural Resources (DNR) has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

Regulatory Assessment:

This proposal may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with any permit application(s), if required.

Division of Nature Preserves (DNP) Comments:

Attached is a list of managed lands and species documented within ½ mile of the project area. The Division of Nature Preserves is concerned about the close proximity of the preferred alternative to Buffalo Pond Nature Preserve. The road would introduce new drainage patterns, road runoff, and likely increased introductions of road salts, all of which can be highly detrimental to the resources in the Nature Preserve. If the Alternative P is selected as the final alternative, the final road alignment should be shifted as far away from the Nature Preserve as possible. Significant storm water control features would be necessary to reduce road drainage from entering the Nature Preserve. Construction activity near the Nature Preserve needs to be as far away as possible, and no equipment shall be staged on or near the Nature Preserve.

Division of Fish & Wildlife (DFW) Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The recommendations below address potential impacts to the animal species

documented in the proposed project areas, and are in addition to recommendations made in our previous review.

A) Animal Species:

The following comments address potential impacts to species identified by DNP. In addition, the American badger, black bear, and Indiana bat all have records in a buffer ranging from 0.5-5 miles for the project. This increased buffer is needed for these species because they are capable of traveling great distances (>5miles/day) and this project has the potential to impact these species.

1. BATS:

State and federally listed bat species including Northern Long-eared, Indiana, Little Brown, Tricolored, Evening, and Eastern Red Bat (this latter species is a State Species of Special Concern) have been documented near the proposed project area. There are concerns that this project will negatively impact current and future habitat available for many life history requirements of those bat species especially where tree removal will be required. To minimize take of bats, tree removal will need to be completed between October 1 – March 31 for the duration of the project. During this timeframe bats are more likely to be found at nearby caves for hibernation or already migrating south for winter. To further reduce impacts to these species, any light features to be installed should be hooded or directed downward, to prevent attraction of insects and disruption of normal bat foraging behavior (see lighting comments below for more comments).

2. BIRDS:

None of the proposed corridors are within known Loggerhead Shrike territories; therefore, no significant negative impacts to the species are expected. King rail and yellow-crowned night-heron nesting habitats are not found within the corridors, so no significant impacts are expected. According to our most recent records, there are two bald eagle nests within the vicinity of the project, but more than 2000' from the Preferred Alternative P corridor, which is greater than the 660' buffer needed to minimize disturbance to nesting eagles. No significant impacts to eagles are expected. However, there is the potential for additional bald eagle nests to be built if/when the project goes to construction. Additional coordination in the future is recommended.

The removal of trees and shrubs or any work on bridges may have significant negative impacts on native migratory birds protected by the Migratory Bird Treaty Act of 1918. To minimize impacts to migratory birds, we recommend conducting vegetation removal and work on existing bridges outside of the breeding season, which is generally from early May through late August for most species. Swallows often nest on the underside of road bridges and can nest into early September. Survey bridges for any swallow nests during the breeding season prior to construction. If nests are found with eggs, chicks, or parents actively attending to the nest (building the nest and visiting often), then work should be put on hold until the nesting cycle is completed (to fledging) or fails (by natural causes).

3. MUSSELS:

The DFW is concerned about potential impacts to mussels for any work in the East Fork White River at the US 231 bridges. Given the potential mussels in the area, work in the river may require a mussel survey. Further consultation with DNR and USFWS regarding a mussel survey should occur as the project plans proceed. In addition, work around the river must include erosion and sediment control measures to prevent the movement of sediment into the waterway.

4. BADGER:

There are concerns that this project will negatively impact existing American badger populations. The badger typically occurs in prairie habitats, however due to land-use changes associated with humans much of Indiana's prairie habitats have been lost and badgers have adapted to using agricultural land. In Indiana, badgers are a species of special concern and are rare throughout the State, with the greatest badger population densities in northern Indiana. However, there are records of American badgers within 5 miles of the proposed roadway. A significant proportion of badger records in the Indiana Heritage database were from roadkill observations - suggesting that roads are a significant source of mortality for adult badgers.

Since the proposed roadway is predominantly a new-terrain route, the proposed project will introduce yet another mortality source for badgers in southern Indiana for the life of the roadway. To prevent take of badgers into the future, it is recommended that wildlife crossings be incorporated into the project at waterways and at various terrestrial habitat areas to maintain habitat connectivity on the east and west sides of the project. Given the badger's use of agricultural land, passage opportunities should be considered throughout the proposed roadway, not just at traditional areas like streams and bisected forested areas. Wildlife-specific structures can be simple box culverts or underpasses that enable wildlife to pass under the roadway. See additional comments below.

5. AMERICAN BLACK BEAR:

There are concerns that the project will be a source of mortality for future black bear populations. Southern Indiana has observed three black bears roaming through various counties in the past seven years, one of which was struck by a vehicle on a highway and it was believed that it perished as a result. Another one of these black bears crossed major state roads at least 10 times before leaving the state. Given the growth of black bear populations in neighboring states, it is expected that more will visit Indiana and there is a need to protect human safety and this species of greatest conservation need. This places a heightened importance on the prevention of bear-vehicle collisions by incorporating wildlife crossings into the project. In a recent study, DFW staff modeled suitable black bear habitat in southern Indiana (attached) and the proposed project would border a significant portion of that. However, suitable habitat does not imply that wildlife will not cross into less-suitable habitat. For example, all three black bears that were observed in southern Indiana crossed through habitat denoted as high and low suitability. One of these bear observations occurred just 5 miles from the proposed project.

6. REPTILES AND AMPHIBIANS:

The Buffalo Pond Nature Preserve and Patoka River area on the east side of Jasper are areas of concern for reptiles and amphibians. In particular, the copperbelly watersnake has been documented at the Buffalo Pond Nature Preserve. It will be critical that proper barriers are placed during construction to prevent the copperbelly and other species from moving into the work area. The copperbelly uses various habitats during the year and can be quite active throughout the landscape during warmer months. They will overwinter in crayfish burrows, so any wetland or natural areas impacted in this part of Dubois County may need to ensure that burrows are not present, or that work is conducted during a time of year when the snakes would not be in a state of winter dormancy within the burrows.

In addition, there are crawfish frog records along the corridor at its very north end where it connects to I-69 that were not identified on the species list. This area contains a cluster of crawfish frog colonies and it looks like the corridor will potentially destroy some upland habitat that the frogs may be inhabiting. Additional coordination with DNR to avoid and minimize impacts to this species is highly encouraged.

7: GENERAL:

Should any Indiana Species of Greatest Conservation Concern (SGCN) mammals be found alive or dead during construction please contact DNR (Brad Westrich, 812-822-3401; bwestrich@dnr.in.gov). The animals can potentially be rehabilitated, or otherwise incorporated into research projects.

B) Alternatives:

Since I-69 through Section 6 has not yet been completed, the interstate's effect on regional traffic is not yet known; therefore, it seems premature to understand how the completion of the interstate may affect traffic associated with the Mid-States Corridor. The DFW supports the goal of safer road transportation and travel including the need for road safety improvements along US 231 between Jasper and NSA Crane. It is not clear that the level of work proposed in the DEIS is necessary to address the most critical issues between Jasper and NSA Crane. The DFW provides the following comments based on the alternatives presented.

The Northeast family of alternatives will result in significant environmental impacts due to substantially higher impacts to forested habitat than any other alternative being carried forward. Significant impacts will also affect high-density cave, spring, and sinkhole areas in the most karst-rich area of the state, forested floodways, rivers, creeks and sensitive species. Alternatives to the northeast should be eliminated from consideration given the biologically-rich and ecologically-sensitive habitats found through the Crawford Uplands, Mitchell Plateau, and Norman Uplands.

Based on the metrics in the DEIS, Alternative P has impacts to natural resources that are typically in the middle of the range for all alternatives considered. As mentioned above, there are concerns about potential impacts to numerous species in the project area. However, in general the selection of Alternative P as the preferred alternative is viewed favorably among the alternatives that best meet purpose and need mainly due to its avoidance of natural resources to the east (the Northeast family of alternatives). In this context, the Division supports the selection of Alternative P as the preferred alternative with a western bypass around Loogootee.

East vs. West Bypasses

The March 4, 2020, bus tour of various alternatives made visually clear that the Huntingburg-Jasper-Loogootee eastern alignment would impact large areas of floodplains and forested bottomland/wetlands. Also, the west bypass around Jasper/Huntingburg seemed to be located through mostly rolling terrain consisting of actively farmed fields. The waterways in these areas were mainly creeks and ditches in the valleys of the rolling terrain, which were often channelized agricultural ditches with little or no forested riparian buffers. The bypass alternatives were previously reviewed multiple times and previous comments on the Jasper Bypass project (ER-10960, -1 and -2) stated that the west alternative was the preferred alternative due to significantly lower direct impacts to upland and floodplain/riparian forest, forested wetlands, lower impacts from habitat fragmentation, avoidance of potential impacts to state- and federally endangered species, and fewer impacts to streams and large river corridors. The west alternative has lower indirect impacts from not bisecting a wildlife travel corridor between a large wetland complex and a State nature preserve which will likely impact two state endangered reptiles and eliminate a larger amount of potential habitat for the federally endangered Indiana Bat. A western alignment around Jasper/Huntingburg is not one of the alternatives proposed in the DEIS, however it remains the recommendation of the Division as it would result in lower impacts to natural resources.

Loogootee Bypass

The Division strongly recommends selecting a western bypass around Loogootee due to the lower environmental impacts in almost every metric.

Buffalo Pond and Kellersville Wetlands

Alternative P abuts the edge of Buffalo Pond and the wetlands to the southeast of Kellersville Road. Comments above identify potential impacts to specific species near Buffalo Pond. Using a western bypass around Jasper would be the most effective measure to avoid impacts to these areas. However, if the road corridor requires an eastern Jasper bypass and must pass adjacent to Buffalo Pond, the actual road corridor needs to be shifted as far from Buffalo Pond as possible, including looking at alignment options outside of the 2000' corridor. In addition, road designs need to include a superior level of stormwater pollution prevention to intercept silt and sediment and prevent it from accumulating in the wetlands from the initiation of construction into the maintenance and operation of the road.

Forested Blocks and Core Forest

Large, forested blocks can be observed within the various 2000' road corridors, sometimes more or less centered in the alignment. The DFW recommends refining the road alignment as needed within the 2000' corridor, and possibly shifts outside the 2000' corridor if necessary, to locate the road with the least impacts to forested areas, especially fragmentation to large contiguous forested areas. The loss and modification of core forest with Alternative P is concerning and any modifications that can be made to further reduce core forest impacts should be taken. Visual assessments of aerial photos show that it is possible to select an alignment within and sometimes quite close to the 2000' corridor that would achieve the goal of minimizing forest fragmentation impacts.

North of Farlen near the northeast corner of Crane Naval Base, the 2000' alignment essentially encompasses a large, solidly forested area. Unless the alignment shifts outside the 2000' corridor, impacts to this forest are likely. Therefore, we recommend moving the alignment as close to existing US231 as possible in this area to minimize forest fragmentation and impact the edge of this large, forested area.

Alternatives B and C head west and generally traverse over agricultural ground. While some impacts may be greater in terms of percent of a resource impacted based on its availability, the total numbers tend to be quite less. Core forest is a good example. The percent of core forest impacts may be fairly high for B and C, but the amount of core forest is quite limited. The DEIS indicates Alternatives B and C are less successful at meeting the purpose and need core goals, so the likelihood of either alternative being selected seems low, but it is important that the impacts to resources are clearly compared across all alternatives.

East Fork White River Crossing

The Division recommends minimizing impacts to rivers and streams. In particular, any crossing of the East Fork White River with Alternative P should use the current, relatively recent bridge if at all possible. If a second bridge is needed, the Division recommends making use of the previous bridge's alignment which is a previously disturbed corridor across the river, as opposed to creating a new disturbance corridor across the river and its forested banks, which are quite steep on the south side of the river downstream of the current bridge.

Fish and Wildlife Passage

Maintaining and improving wildlife movement under roads is a priority concern for the DFW for the ecological health of wildlife populations in terms of movement and dispersal, habitat connectivity, and to avoid unnecessary wildlife mortality on roads. The Environmental Unit recommends bridges rather than culverts to address fish and wildlife passage. Providing passage on new terrain roads is critical as new roads typically divide habitat areas and introduce a significant disturbance and source of mortality. For existing structures, we encourage improving fish and wildlife passage conditions whenever possible. Wildlife-specific passage structures, such as bridges and culverts installed for wildlife movement and not associated with drainage or vehicle movement, need to be considered for the entirety of this project, with special emphasis on the Jasper bypass. Incorporate wildlife-specific passage where the road bisects habitat, including separating blocks of forest, a road between wetlands, a road between wetlands and uplands, etc.

Even roads in open agricultural areas experience wildlife-vehicle collisions, such as with deer and badgers. The expansion of black bear populations should also be considered when designing wildlife-specific passage structures, as well as structures for drainage. Wildlife use a wide range of habitat types, with daily and seasonal variation being common, and it is easier to include passage in the original design of a road instead of retrofitting passage on an established road.

The DFW has outlined different requirements for different types of crossing structure impacts. For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage. This area of the State also has the potential for black bears and badgers so designing passage for these two species is highly encouraged. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist and other DFW biologists to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<http://www.fs.fed.us/wildlifecrossings/library/>,

https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/,

https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html,

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

Bridges are significantly better for fish passage compared to culverts. If culverts are necessary, bottomless culverts should be used rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should span the entire channel width (a minimum of 1.2 times the OHWM width). Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Southern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

Roads and Habitat Impacts

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

Lighting

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants. A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed."

The Division of Fish & Wildlife strongly encourages visiting the International Dark-Sky Association (IDA) website to learn more about the potential negative impacts of improperly selected LED lighting systems, if utilized (see <http://www.darksky.org/lighting/led-guide/> and <http://darksky.org/lighting/lighting-basics/>). The IDA has developed the following recommendations for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.

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- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

Due to the environmental impact of the northeastern alternatives, the Division of Fish & Wildlife does not recommend either Alternative M or O, or any of the northeastern family of alternatives. The DFW generally supports the selection of Alternative P with the western bypass around Loogootee as the preferred alternative, though there are concerns about potential impacts to several wildlife species and the Buffalo Pond Nature Preserve. As the project moves forward in the NEPA/tiered study process, design refinements should occur that further reduce impacts to natural resources. Additional standard and project-specific recommendations and conditions designed to avoid and minimize impacts will be provided as the project proceeds through the NEPA process. Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance.

Response

Responses to comments are grouped by the sections in the comment letter.

Regulatory Assessment

Regarding permits associated with Indiana's Flood Control Act, the FEIS documents the potential need for such permits. See **Section 3.26.6 – IDNR Construction in a Floodway**.

Division of Nature Preserve Comments

The referenced list of managed lands and species is provided at the conclusion of these comments. Information about specific species is provided in response to comments on categories of fauna later in the comment letter. Part B) – Forested Swamp within Buffalo Pond NP and Part C) – Plants (within Buffalo Pond NP) are addressed in the following response regarding Buffalo Pond Nature Preserve.

INDOT recognizes the importance of the Buffalo Pond Nature Preserve (NP). The FEIS states, "As a publicly-owned nature preserve with public access, it is assumed to be a Section 4(f) resource.". See FEIS **Section 4.2.1 – Buffalo Pond Nature Preserve**. As this section states, no direct use of this resource is anticipated. Any temporary use of this resource will be avoided. The limits of the preserve are approximately 450 feet west of the **Alternative P** working alignment in the FEIS. A commitment has been added to **Section 6.2.9 – Managed Lands** to confer with IDNR during Tier 2 studies for alignment planning for **Alternative P** in the vicinity of Buffalo Pond. The FEIS wetlands analysis recognizes the high-quality wetland features at Buffalo Pond NP. See FEIS **Section 3.18.1.1 – Mid-States Project Area High Quality Wetland Complexes**.

Division of Fish & Wildlife (DFW) Comments

A) *Animal Species*

1. *Bats*

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INDOT and FHWA are engaged in formal consultation under Section 7 of the Endangered Species Act. This formal consultation for Tier 1 is detailed in the documents referenced in this response. This formal consultation will continue during Tier 2 NEPA studies.

The Tier 1 Biological Assessment (BA) prepared as part of this consultation specifically addresses the northern long-eared, Indiana, little brown and tricolored bat species. See **Appendix PP**. The Tier 1 endangered species formal consultation provides for tree removal restrictions stated in this comment. See **Appendix QQ**. These restrictions also will benefit the evening and eastern red bat species.

Comments regarding lighting are addressed in the responses to the lighting comments.

2. Birds

The information regarding the loggerhead shrike, king rail, yellow-crowned night-heron and bald eagle is noted. As cited in the comment, future coordination with IDNR will occur during Tier 2 NEPA studies.

All existing bridges requiring construction activities will be inspected for swallow nesting during Tier 2 studies. This has been added as a mitigation commitment in FEIS **Section 6.2.5 – Protected Species**. Timing restrictions and other appropriate measures to avoid and minimize impacts to migratory birds will be incorporated based on Tier 2 coordination.

3. Mussels

INDOT and FHWA are engaged in formal consultation under Section 7 of the Endangered Species Act. This formal consultation for Tier 1 is detailed in the documents referenced in this response. This formal consultation will continue during Tier 2 NEPA studies.

The Tier 1 BA prepared as part of this consultation specifically addresses potential impacts to mussel species in the project area, including at the existing US 231 bridge over the East Fork White River. The Tier 1 consultation addresses avoidance and minimization measures related to potential mussel impacts associated with construction at this location. Mussel surveys for the East Fork White River are planned for Tier 2 as addressed in the Tier 1 consultation. Additional details of mussel surveys will be determined as part of this continuing formal consultation during Tier 2 studies.

4. Badger

Mitigation strategies such as wildlife crossings will be evaluated in Tier 2 studies. These will allow for movement of reptiles, amphibians and mammals beneath the roadway. Please refer to **Section 3.25.4 – Mitigation** in **Section 3.25 – Ecosystem Impacts**. Details about the kind and location of wildlife crossings will be coordinated during Tier 2 studies.

5. American Black Bear

The map of potential black bear habitat provided by IDNR is shown after these responses. Please see previous response regarding the evaluation of the details regarding wildlife crossings in Tier 2 studies.

6. Reptiles and Amphibians

As noted earlier, a commitment has been added to the FEIS to confer with IDNR during Tier 2 studies regarding alignment planning in the vicinity of Buffalo Pond. This commitment includes discussing appropriate construction techniques.

FEIS **Section 3.16.4.2** discusses the presence of the crawfish frog in the project area. It notes occurrences in the vicinity of the existing I-69/US 231 interchange. **Table 3.16.6 - Alternative Proximity Analysis Summary for State Listed Species**, notes that it is known to occur within one mile of **Alternative P**. In Tier 2 studies, INDOT will confer with IDNR regarding potential impacts to state-listed species. This will include identification of Indiana Species of Greatest Conservation Concern and measures to incorporate during construction.

B) Alternatives

Regarding traffic forecasts for the Mid-States project, the following information is offered. The Mid-States Corridor Regional Travel model provides 2045 traffic forecasts which incorporate the completion of I-69 Section 6. See **Section 3.7.2 – Methodology** in **Section 3.7 – Traffic Impacts**. See also **Appendix T – Travel Model Documentation, Section 2.3 – Existing and Committed Projects**.

The higher level of impacts to key natural resources for the Northeast Family of Alternatives was a factor in not selecting either **Alternative M** or **Alternative O**. Please refer to FEIS **Section 5.2 – Identification of the Preferred Alternative**.

East vs. West Bypasses

Regarding references to the earlier environmental studies for a new terrain roadway in Dubois County, please refer to **Standard Response 1.2**. As it notes, this earlier study for a new terrain road in Dubois County was for a different project. Some environmental and engineering analyses from these earlier studies were used in this EIS. The most recent analysis of alternatives for this earlier study was provided in the *U.S. Highway 231, Dubois County, Indiana Preliminary Alternatives Analysis and Screening Report* issued in August 2010. It identified an eastern Dubois County alignment as the preferred route, with three variations south of Huntingburg in the vicinity of the Dubois County Airport. An eastern alignment in Dubois County also is shown in the January 2011 SEIS for this project.

FEIS **Section 2.4.1** evaluated alignments in eastern and western Dubois County. It identified that each alignment had environmental advantages. The eastern alignment performed better in providing lower wetland, pond and prime farmland impacts. The western alignment performed better in providing lower cultural resource and managed land impacts. The two alignments had comparable impacts to other resource categories. Please refer to FEIS **Table 2-3**.

The key reason for selecting an eastern Dubois County alignment was its significantly better performance on project goals. Please refer to FEIS **Table 2-4**.

Loogootee Bypass

Regarding the Loogootee area alignment, please refer to FEIS **Section 2.5.2 – Route Variations at Loogootee**. In response to comments received from multiple local officials, the Southern Indiana Development Corporation and the public, the FEIS identifies multiple variations at Loogootee which will

be considered in Tier 2 studies. One of these variations is the DEIS alignment of **Alternative P**. There are three other variations, including an upgrade of US 231 through Loogootee and two variations to the east of Loogootee. All of these variations use the western alignment of **Alternative P** to the area of Loogootee. This FEIS evaluates the range of costs, impacts and benefits for these variations of **Alternative P**. Additional detailed evaluation will be completed during Tier 2 studies to make a final decision on this route, including additional agency coordination.

Buffalo Pond and Kellersville Wetlands

Please refer to response to earlier comments regarding the Buffalo Pond NP.

Forested Blocks and Core Forest

Tier 2 studies will consider alternative alignments within the selected Tier 1 corridor. Design of these Tier 2 alternatives will seek opportunities to minimize forest impacts, in particular to contiguous forest areas.

The location cited near Crane north of Farlen is near to the I-69 interchange with US 231, which is the northern terminus of **Alternative P**. **Alternative P** at this location must be near US 231. There are heavily forested areas on both sides of US 231 at this location. These forested areas very generally directly abut US 231, and there are additional forested areas on both sides. Opportunities to avoid impacting forested areas are constrained at this location. Tier 2 engineering assessments will seek to identify ways to minimize forest impacts in this area.

As noted, **Alternative B** and **Alternative C** do not perform well in satisfying project goals. Please refer to FEIS **Table 5-2**, which shows that these alternatives do not adequately address project goals.

East Fork White River Crossing

If a Super-2 facility type is identified for **Alternative P** at this location, it is assumed to use the existing US 231 bridge. In the event that a second bridge is needed to accommodate an expressway facility type, the engineering assessment conducted during the Tier 2 studies will consider the location of the previous bridge's alignment.

Fish and Wildlife Passage

The comments about wildlife passages address both modifications to existing structures as well as structures on new terrain roads. Since essentially all of **Alternative P** consists of new terrain construction, these responses focus on recommendations for structures on new terrain facilities.

This document addresses wildlife accommodations (including wildlife crossings) at a level of detail appropriate for a Tier 1 Study. **Comment 0717** from the U.S. Environmental Protection Agency (USEPA) also requests additional discussion of wildlife crossings. Its comment states, "Wildlife crossings should be discussed in the FEIS and planned for as the project progresses." This comment characterizes wildlife crossings as suitable for discussion in a Tier 1 EIS, with specific planning for wildlife crossings as the project progresses.

Wildlife crossings were briefly discussed in the DEIS in **Section 3.25.4 – Ecosystem Impacts – Mitigation**. In response to these comments, this discussion has been expanded in the FEIS. Specific elements, such

as those described in your comments, will be addressed in more detail in Tier 2 studies. Such elements include the potential location of wildlife passages, their size, potential passages not associated with stream crossings, tradeoffs between bridges and culverts, stream restoration techniques, the nature of the wildlife passage substrate and accommodating larger species. Please refer also to FEIS **Section 6.2.7 – Ecosystems**.

Roads and Habitat Impacts

These comments are similar to earlier comments regarding forest blocks and core forest. They emphasize that roads create permanent habitat edges. The permanent nature of roadway edge habitat has the potential for the deleterious habitat situations cited in the comment. INDOT looks forward to continuing collaboration with IDNR in Tier 2 studies and subsequent stages of the project to identify reasonable strategies to avoid and minimize these situations.

Lighting

The potential effects of LED lighting are noted. The location and type of lighting are finalized during post-NEPA design. As a general consideration, it is likely that new lighting associated with the roadway will be confined to select access points. INDOT will confer with IDNR during Tier 2 studies to receive its recommendations as studies focus on specific alignments and access points for the highway. A commitment to confer during Tier 2 studies has been added in the FEIS to **Section 3.14 – Visual Impacts**. Specific lighting commitments will be addressed at that time.

Conclusion

INDOT notes IDNR's support for **Alternative P**, as well as its concurrence with the determination that **Alternative M** and **Alternative O** have high levels of impacts to key resources. As noted above, INDOT will confer with IDNR during Tier 2 studies during alignment planning near Buffalo Pond NP.

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Attachment to Comment Letter

ER-21724-2: Managed lands, high quality natural community, and species documented within 1/2 mile of the project area.

(Rank: FT=federally threatened, SE=state endangered, ST=state threatened, SR=state rare, SSC=state special concern)

**NOTE: LWCF=Land & Water Conservation Fund site

A) MANAGED LANDS:

Buffalo Pond Nature Preserve, DNR Nature Preserves, LWCF 1800405F
Barnes-Seng Wetland Conservation Area, DNR Fish & Wildlife
Mt. Calvary Wildlife Management Area, DNR Fish & Wildlife
Fromme Wildlife Habitat Area, DNR Fish & Wildlife
Martin State Forest, DNR Forestry
Huntingburg Municipal Park, Huntington Park Board, LWCF
Crane Naval Weapons Support Center, USDOD,
Daviess-Martin Co. Park (West Boggs), Daviess-Martin Park Board
Armory Park, Jasper Park Board, LWCF
Jasper Parklands, Jasper Park Board, LWCF
Loogootee Park, Loogootee Park Board, LWCF

B) COMMUNITY: Forested Swamp (within Buffalo Pond NP)

C) PLANTS (within Buffalo Pond NP):

American frog's bit *Limnobium spongia* SE
Virginia willow *Itea virginica* SE

D) BATS:

Northern Long-eared Bat *Myotis septentrionalis* SE & FT
Tricolored Bat *Perimyotis subflavus* SE
Little brown myotis *Myotis lucifugus* SE
Evening Bat *Nycticeius humeralis* SE
Eastern red bat *Lasiurus borealis* SSC

E) BIRDS:

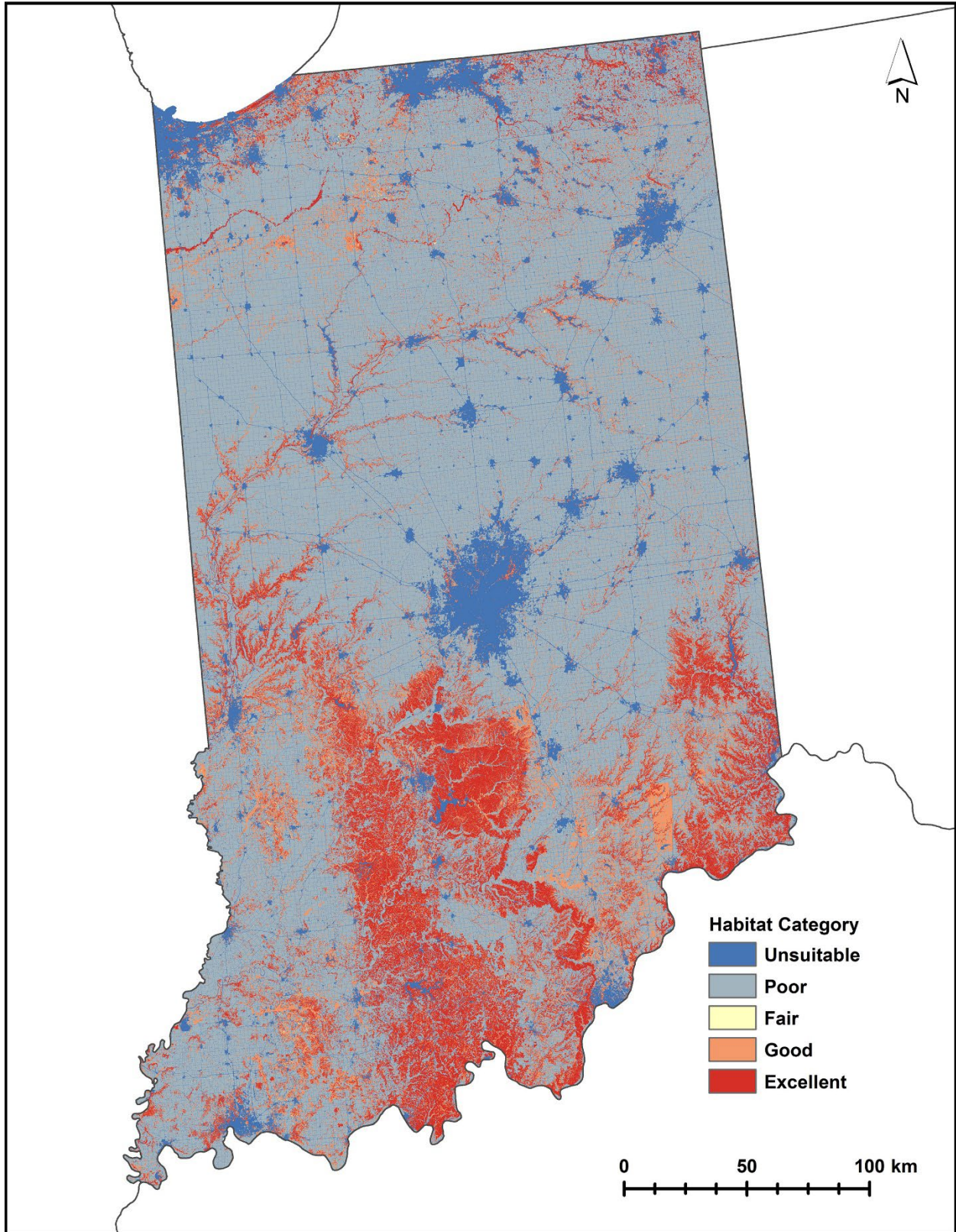
Loggerhead Shrike *Lanius ludovicianus* SE
King Rail *Rallus elegans* SE
Yellow-crowned Night-heron *Nyctanassa violacea* SE
Bald eagle *Haliaeetus leucocephalus*

F) MUSSELS:

Ohio Pigtoe *Pleurobema cordatum* SSC
Little Spectaclecase *Villosa lienosa* SSC

G) REPTILES:

Copperbelly water snake *Nerodia erythrogaster neglecta* SE & FT
Western cottonmouth *Agkistrodon piscivorus* SE



Bear Habitat Model

Krodel, Tom (Deerwood Club)

3.7 – Traffic Impacts

3.10 – Noise Impacts

Comment

My Name is Thomas J, Krodel, I am writing this response as the President Of Deerwood Club, Inc.

I appreciate the opportunity to express our concern in line with the proposed route P for the MidStates Corridor Project. Deerwood was incorporated over 75 years ago, and remains true to its founding principles of being a nature sanctuary for its members and guests to enjoy. While the current projected corridor does not invade our property and/or enter into the drainage basin for the water that enters our lake, it will with the crossing of 500N, due to the proximity to our facility, cause the following concerns:

1. provide a major noise pollution increase for the Club
2. a major safety concern for the individuals who not only use and enjoy our facility but also those that use and enjoy the facilities of the Jasper Outdoor Rec. Numerous RV's, pull behind campers, boats on trailers, ATV's, Bicycles etc, currently use 500N as the road to reach their destination.

We realize that not much can be done for the additional noise the road will cause to our facility, but, we also realize one of the major premises for the construction of the MSC is the increased safety it will provide vs the current available roads. Our hope is simply that, safety will be given due consideration when the plans are made for the crossing of 500N by the MSC, and that the individuals who enjoy the aforementioned facilities will be provided safe ingress and egress to and from these facilities and a safe crossing, for those whom use 500N, of the MSC will be provided.

Response

Regarding consideration of noise impacts, please refer to **Standard Response 3.10.1**.

Regarding access to your facility, please refer to **Standard Response 3.7.1**. All access decisions will be made in Tier 2 studies, and are not being made as part of this Tier 1 FEIS and ROD. There will be consultation with local governments and property owners to obtain input on local travel needs before these access decisions are finalized.

Regarding safety considerations associated with the Mid-States Corridor, please refer to **Standard Response 2.4**. Improved travel conditions provided by **Alternative P** are forecasted to result in 400 to 600 fewer crashes annually within the Study Area.

Hunsicker, James (Dubois County Airport Authority)

2 – Alternatives

3.9 – Air Quality Impacts

Comment

The purpose of this letter is to notify the Mid-States Corridor Team of the direct impacts the preferred alternative exhibit dated 4/7/2022 has on the Huntingburg Regional Airport (HNB). A lengthy and arduous environmental impact study was conducted by our Engineering Consultant, Woolpert, in 2014 to provide a solution for the expansion of HNB in concert with the relocation of Highway 231. The general premises and concerns the Dubois County Airport Authority (DCAA) had then on the location of US 231 generally remain valid today.

After the lengthy study process, the Indiana Department of Transportation (INDOT) chose not to move US 231 due to the environmental impacts, and the DCAA embarked on a plan to extend the HNB's current runway within the existing constraints inherent of US 231 and the Norfolk Southern Railroad. In coordination with the Federal Aviation Administration (FAA) and INDOT, we requested the professional services of Woolpert to perform an Airport Layout Plan (ALP) Update and Narrative Report. The primary focus of the project was to re-evaluate the current and future airport needs, which were shown in the plan as well as in the narrative report. The ALP was adopted by the FAA and INDOT Offices on May 31, 2016.

Within the report, Runway 9-27 was evaluated for future expansion while living within the limitation of the highway and railroad for reasons stated above. The purpose of the evaluation was to determine if extending Runway 9-27 in its current location could meet the needs of the larger aircraft fleet at the airport, specifically the association between additional runway length and the increase of aircraft useful loads.

The runway extension study was conducted to fit within the physical constraints of the airport, US 231 to the west and the railroad to the east, with as little impact to the Runway Protection Zones (RPZ) as possible. The purpose behind this was purely economical as relocating the fixed constraints was simply not practicable for DCAA at the time as the Authority neither owned nor controlled U.S. 231. The study found a runway length of 5,501 feet (current runway length as of 2021) would accommodate about 75% of the corporate jet fleet at a reduced useful load (i.e., 60%) while 7,000 feet would accommodate this fleet at greater utility loads (i.e., 90%). These greater loads allow the aircraft to take on more weight (fuel, cargo, people, etc.) and travel farther without fuel stops, making the flights more efficient and reducing the carbon footprint required by adding a fuel stop. Because of the physical constraints and the need to relocate one or both fixed infrastructure to achieve a runway length of 7,000-feet, the runway extension in the existing ALP was ultimately limited to 6,000-feet. It is important to note that the current ALP was approved with Runway 9 not meeting FAA design standards for the RPZ (the FAA's guidance is to clear the RPZ of all above-ground objects) because it was an existing condition. The RPZ protection zones were originally established to define land areas beneath aircraft approach paths where control by the airport operator prevented the creation of air navigation hazards. The main purpose of the RPZ is for the protection of people and property on the ground.

As shown in the attached exhibit, the Mid-States Corridor currently traverses on the west side of the airport and appears to avoid the existing Runway 9 RPZ but prevents HNB from any future runway

Mid-States Tier 1 DEIS Comment

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expansion. As currently depicted at approximately 1,200 feet west of the existing runway, it would impact a future extension to the west. This would prevent the airport from ever getting to 7,000 feet, which as detailed in the ALP narrative report would accommodate the majority of the corporate jet fleet at higher loads thus creating more efficient flights and reduces carbon emissions. Based on historical determinations given by the FAA, the future Mid-States Corridor will undoubtedly be determined a hazard to any future airport expansion in its current alignment as it traverses directly through the future RPZ for a 7000-ft. runway, eliminating any potential for growth of the airport in the western direction.

The Dubois County Airport Authority (DCAA) respectfully requests the Mid-States Corridor alignment be reconsidered for development near the airport and in doing so, be shifted approximately 2,000-feet west (approximately 3,200 feet from the existing runway end) to avoid the future expansion area of HNB's runway or alternatively, make use of a Tunnel, similar to the solution used on the east side of the be prudent to relocate US 231 in a location that would not also allow HNB to expand since the opportunity exists to provide a solution for ultimately achieving both. In addition, the DCAA would like to request the concept of an interchange off the new Mid-States Corridor near the airport to facilitate and encourage growth near the airport.

In summary, The Mid-States Corridor Project provides a wonderful opportunity for the Project Team, INDOT, and the DCAA to work together and determine how to best improve the highway connection in southern Indiana while also allowing the Huntingburg Regional Airport the opportunity to match the growth demands of the airport's current and future stakeholders.

The Airport Authority appreciates your consideration on this recommendation and encourages the increase of coordination between the Mid-States Project Team and our airport consultant, Woolpert, Inc..

If you have any questions, please contact me or our airport consultant representative, Nick Kowalkowski, at nick.kowalkowski@woolpert.com.

Response

The Screening of Alternatives Report was published in February 2020. It showed an alignment for **Alternative P** and other alternatives to the east of the Dubois County Airport near the Norfolk Southern Railroad tracks. INDOT and project staff met with representatives of the Airport and Woolpert Engineering on March 17, 2020. At this meeting, the impacts of this eastern alignment on a planned eastward runway extension and the associated Runway Protection Zone (RPZ) were described to project staff. On that same date, project staff were provided with a letter by the Airport Authority which described the significant investments made by the Airport Authority to implement this eastward extension. These investments included providing a tunnel to the east of the airport for an existing county road, as well as other improvements. The cost of these improvements to support an eastward extension were described as costing \$8 million.

Rerouting the highway alignment further to the east would be cost-prohibitive. It would require two additional bridges to cross the existing Norfolk Southern Railroad tracks. In order to ameliorate the impacts of the alignment east of the airport to the planned eastern runway extension, the DEIS showed the alignment for **Alternative P** and other alternatives located to the west of the airport. The eastern boundary of the corridor is approximately 1,200 feet west of the end of the airport runway. The corridor width extends another 2,000 feet to the west. Existing US 231 also is located between the end of the airport runway and the **Alternative P** corridor.

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The corridor can accommodate various alignments. The exact alignment will be determined in Tier 2 studies, and will not be determined in this Tier I FEIS. During Tier 2 studies, INDOT will be in close contact with the Airport Authority to evaluate the feasibility of alternative alignments which consider the Airport's requirements along with engineering, cost and impact considerations.

Durcholz, Marisa

2 - Alternatives

Comment:

This project led me to read the book Confessions of a Recovering Engineer: Transportation for a Strong a Town. I have included some good quotes from the book as well as screen shots of the cover and last couple of pages that I want included in the public comments.

“I want institutions that function on behalf of local communities. I want professional engineers and transportation planners to serve the common good. I want a system where politicians are rewarded for prudence and not avarice. All of these desires are deeply corrupted by the centralized and opaque way in which we have chosen to fund transportation investments. Decent people are turned foul while the corrupt are given wide latitude, all at great harm to our economic, civil, and physical health,” (Charles Marohn, Jr from Confessions of a Recovering Engineer: Transportation for a Strong Town)

“Never go into debt as part of a matching program for state or federal infrastructure dollars. You will find yourself the sucker at the card table, and your community will pay the price,” (Charles Marohn, Jr from Confessions of a Recovering Engineer: Transportation for a Strong Town)

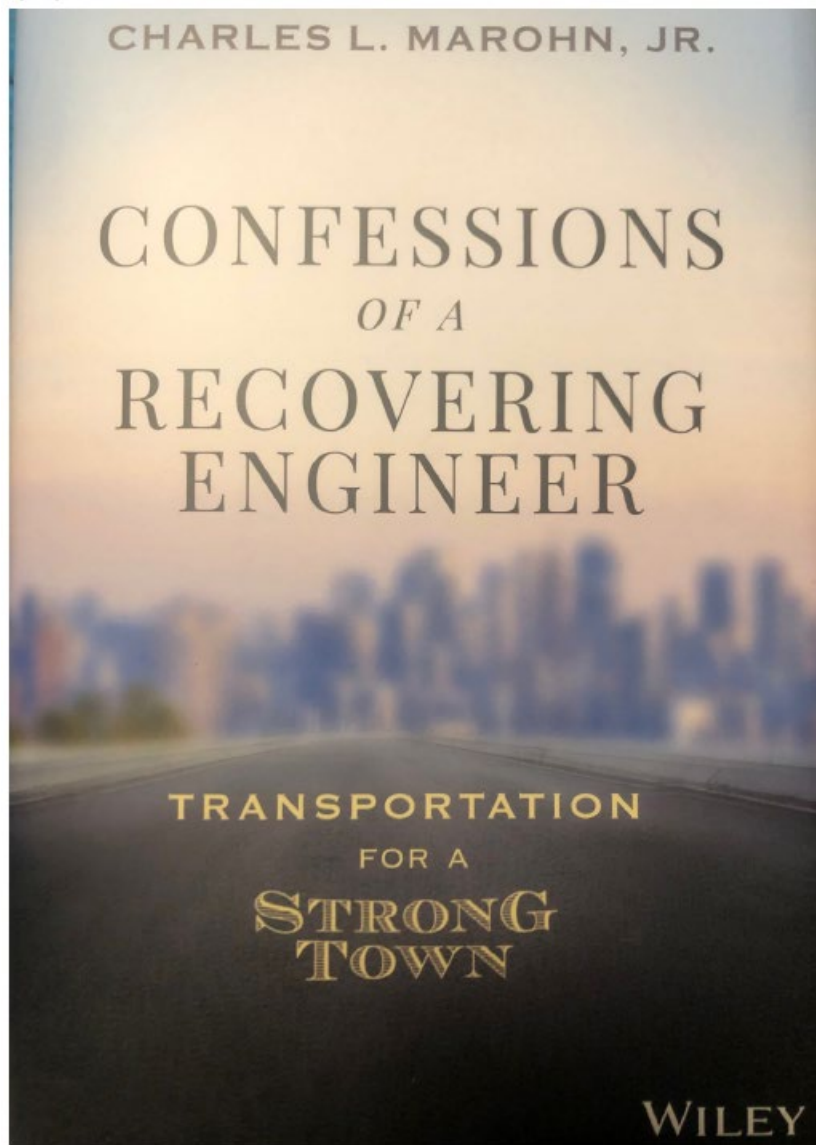
“What they are doing is what engineers, planners, and project advocates all over the country do when going after state and federal funding for their project. They create propoganda. This is how the system works, and everyone involved knows, understands, and accepts it....this goes beyond a lack of rigor to something rightly thought of as institutional dishonesty, a ubiquitous deception made acceptable only by its broad adoption. It is immoral and it needs to end.” (Charles Marohn, Jr from Confessions of a Recovering Engineer: Transportation for a Strong Town)

Response

The images from the referenced publication are provided after the response to the comments provided above.

This Tier 1 DEIS has been funded by a local unit of government, the Regional Development Authority. No state or federal funding was allocated for Tier 1 NEPA studies. The RDA has not incurred any debt to fund this Study. Please refer to **Standard Response ES.1** for more information about the RDA and its role in the EIS. Future phases of this project are anticipated to be supported by federal and state funding, in accordance with standard procedures for allocating and programming such funding.

Beyond the assertions about project funding, these statements and the images submitted as part of the comment do not address any portion of the DEIS.



About Strong Towns

Strong Towns is a movement of thousands of people across North America working to make their communities financially strong and resilient.

Everyone deserves the opportunity to live a good life in a prosperous place. Future generations deserve that same opportunity, too. But there's a problem. For decades, North American communities have been growing—or at least, they've been building:

- Endless roads paved
- Countless buildings raised
- Trillions of dollars of infrastructure put into the ground

Yet we've given little thought to whether future generations can afford to maintain the world we're passing on to them—or how many of the things we build are making our communities worse places to live in today. We're wasting time and squandering resources that should be used to make our communities more prosperous.

The good news: people like you are changing all that. And we're here to help.

The Strong Towns approach is a radically new way of thinking about how we build our world. We believe that in order to truly thrive, our cities and towns must:

- Stop valuing efficiency and start valuing resilience.
- Stop betting our futures on huge, irreversible projects, and start taking small, incremental steps and iterating based on what we learn.
- Stop fearing change and start embracing a process of continuous adaptation.
- Stop building our world based on abstract theories and start building it based on how our places actually work and what our neighbors actually need today.

- Stop obsessing about future growth and start obsessing about our current finances.

The Strong Towns organization is working to make the Strong Towns approach real in every city and town in North America. We do this in four key ways:

1. **Strong Towns Media:** Articles and podcasts annually reach an audience of more than 2 million people.
2. **Strong Towns Academy:** A growing library of online courses covers a range of topics—transportation, housing, urban design, and more.
3. **Strong Towns Action Lab:** This new platform gives you the tools, resources, and connections you need to take action in your community.
4. **Strong Towns Events:** Our in-person and online live events reach more than 10,000 people each year.

Most importantly, we believe that Strong Citizens from all walks of life—from citizens to leaders, professionals to neighbors, and everyone in between—can and must participate in the Strong Towns approach. And that means we need you.

Are you ready to build *your* strong town? **To get started, or to learn more, visit StrongTowns.org.**

Lannan, Joe (Martin County Governments)

2 – Alternatives

3.2 – Land Use Impacts

3.3 – Social Impacts

3.4 – Economic Impacts

3.8 – Title VI/EJ

3.13 – Cultural Resource Impacts

7 – Comments, Coordination and Public Involvement

Comment:

To Whom it May Concern,

As elected governing officials of Martin County, Indiana, on behalf of the citizens we represent, we thank you for disclosing and publishing the Draft Environmental Impact Statement (DEIS) for the MidStates Corridor Project. We have thoroughly reviewed and sought consultation on the statement and selection of alternative P, which includes a western bypass of the city of Loogootee.

By election to the offices we serve, we each have pledged to not only represent the voices and needs of the citizens of our community, but also to evaluate and protect the environmental, social, and economic interests, current and future, of our communities. We each take the oath of our respective offices seriously as we—to the best of our abilities—seek to preserve, protect, defend and obey the Constitution of the United States, the Constitution of the State of Indiana, and the governing laws of the jurisdictions that we represent.

It is evident that tremendous care and attention was taken in evaluating each of the alternatives for the way(s) in which they each meet the needs and goals outlined in the 2017 MidStates White Paper, the 2015 Conexus Report, the 2014 Blue Ribbon Panel Report, the 2012 I-67 feasibility study, various Dubois County DEIS and needs evaluations, and others as they relate to the study area. The published DEIS should also be commended in the ways that it seeks to meet the federal requirements, specifically as they are pursuant to 42 U.S.C 4332(2)(c) and 49 U.S.C. 303 and in satisfying requirements of the National Environmental Policy Act (NEPA). This collective of governing bodies has identified the need for a thorough and organized review and response to the DEIS as the Midstates project revises the draft and moves toward a published environmental impact statement (EIS) and eventual record of decision (ROD). It is the intention of this collective to share a current, however non-comprehensive evaluation of concerns identified from review of the DEIS, as it impacts the jurisdictions we govern. Preferred Alternative P presents multiple concerns as it traverses nearly the entire county, bypassing the housing, commerce, and service hub of the city of Loogootee. With ubiquitous understanding that time is of the essence, this correspondence should be accepted as an abridged and partial summary of identified concerns prioritized by the western bypass.

Substantial and intentional investments of time and resources have been made over recent years to ensure that Martin County recognizes and embraces the obvious and relevant housing, quality of life, education, and workforce attraction needs of the region known as The Indiana Uplands. Various ongoing comprehensive planning efforts have illuminated strategic implementation goals for the Martin County community. Such goals are being systematically

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addressed as strategies are implemented over time. Funding and leadership capacities are leveraged, at opportune times, through the coordination of this collective to maximize impact of specific activities within Martin County.

It should also be noted Martin County is proud to be home to Naval Support Activity (NSA) Crane. The strategic planning and implementation activities taking place within the borders and boardrooms of Martin County take place as she embraces her pivotal role in national defense. Martin County is proud to be home to Naval Support Activity (NSA) Crane.

While it is imperative to share that many, if not most, of our citizens, including signers of this document, totally oppose a new terrain build option. This notion is surely made evident in the letters, town-hall events, and conversations in our region. This specific correspondence, as a collective of governing stakeholders, elects to galvanize for the substantial impacts of a new terrain highway option, should it continue toward ROD. Considering the local, regional, state, and national reaches made from within the borders of Martin County, this collective is compelled to lobby and advocate for an intentional presence in the process of planning and final route determination, especially as it relates to Alternative Route P should it continue toward a final EIS for ROD.

On behalf of The Comprehensive Collective of Legislative and Executive Governing Bodies of Martin County Indiana, we seek inclusion of the initiatives and goals of Martin County in the revisions of the DEIS as a refined alternative is prepared for ROD. This conversation should specifically relate to the evaluation and analysis of environmental, cultural, social, economic, and engineering impacts and benefits. The conversation should thoughtfully and functionally consider the voices, concerns, anecdotes, and creative thoughts of this collective via authorized agents as the goals of the project are sought to be met by INDOT, FHWA, Mid-States Corridor, and other agencies associated with the project.

Considering the substantial and ongoing impact of an irreversible resource allocation of this magnitude traversing the jurisdictions we govern, and citing the lack of inclusion and participation of the agencies of this collective during the DEIS creation, we present the following areas of extreme concern with this project:

- Fidelity of Environmental Justice Analysis in NEPA Documentation
- Local Economic Impact of US 231 Traffic Diversion by Western Bypass
- Impact of Western Bypass on Comprehensive Plan and Land Use Zoning Activities
- Lack of Adequate Representation in DEIS Preparation Activities

In addition, we present the following areas of low to moderate concern:

- Impact of New Terrain Bypass on Housing and Workforce Migration
- Impact of New Terrain Bypass on Education Initiatives
- Impact of New Terrain Highway on Safety and EMS Operations
- Impact of New Terrain Highway on Highway Maintenance Activities

In response to the above concerns, this collective of governing bodies of Martin County Indiana is seeking to be included intentionally as the preferred alternative P is considered and revised, and in the DEIS revision process as an EIS is moved toward ROD. We seek that agents authorized by this collective be included in conversations and planning activities related to this project as they relate to INDOT, FHWA, Mid-States Corridor, Mid-States Corridor Regional

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Development Authority, and any other participating or consulting agencies. Specifically, the following steps* should be taken to permit this collective and/or authorized agents for this collective to be better represented in the project:

- Lead Agencies (FHWA and INDOT) should recognize our collective as a participating agency, and include this collective in a revised coordination plan
- Provide comprehensive project activity summary to-date, future updates, and regular briefings in the future
- Realize a presence in working alignment meetings
- Provide briefings and summary presentations from the Regional Issues Involvement Teams (RIITs) meetings
- Provide additional representation to Regional Issues Involvement Teams (RIITs) for any additional future meetings that will be conducted
- Include in future Section 106 Consulting Parties Meetings
- Receive briefings with project engineers on the screening of the eastern and western bypass routes for the preferred alternative
- Include data points and concerns identified by our collective in the Tier 1 portion of the NEPA study, and in Tier 2 activities
- Recognition of the Amish Community as a minority group in the environmental justice screening process and include the concerns of this collective and the community. This should be included in a revised DEIS.
- 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

*These steps are a non-comprehensive list based off of the initial study of the DEIS in comparison to various comprehensive, housing, and economic planning activities that have taken place in Martin County. It should be noted that the steps above should allow a more intentional inclusion of stated concerns in DEIS revision as the project moves forward.

This collective reiterates our recognition of the intentional and comprehensive work completed in the creation of the DEIS as a way to ensure environmental responsibility and stewardship as routes that satisfy the needs of the project are considered and evaluated. It is the intention of our collective to amplify this work, and to ensure the fidelity of NEPA documentation as this project moves toward record of decision. While many of the goals of the project address regional needs and the needs of neighboring communities, some goals and statements of need are not necessarily made real for members of our community. It is the aim of this collective to be included more intentionally in the MidStates conversation, such that each of the signers of this correspondence may best represent the jurisdictions we serve, while better understanding how a proposed project of this magnitude will impact our community, the region, and the state.

This collective is committed to planning and aligning policies, legislation, goals, and strategies within Martin County in thoughtful preparation should the project analyzed by the DEIS be realized. We wish to extend our thanks to INDOT, FHWA, Mid-States Corridor, Mid-States Corridor Regional Development Authority, The Environmental Protection Agency, The Lochmueller Group, elected governing officials, and other associated agencies for taking this correspondence into consideration. Included below is the point of contact and authorized agent for this collective. The contact information below should be used for correspondence and

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communication purposes.

Regards,

Collective of Legislative and Executive Governing Bodies of Martin County Indiana

Signatures Attached

Point of Contact:

Joe Lannan

Representative

readymartincounty@gmail.com

Signatories:

Martin County Board of Commissioners – Paul George, Aaron Summers, J. Cody Roush

Martin County Council – Warren Albright, Rand Wininger, Sheri Bowling, Keith Gibson, Adam Greene, James Stiles, Barbara McFeathers.

City of Loogootee Executive and Legislative Bodies – Noel Harty (Mayor) – Ron Gilbert, Tim Lawrence, Carroll Rayhill, Rick Norris, Teresa Nolley (Council Members)

Response:

Beginning prior to the receipt of this comment letter and the close of the DEIS comment period, INDOT and the project team have formally interacted on several occasions. These included:

- 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

These and other less formal contacts are the beginning of the kind of interactions requested in this comment letter. These interactions, as well as formal written comments on the DEIS, were the basis of the adjustment to defer the decision about the location of a final alignment at Loogootee to Tier 2 studies. Please refer to **Standard Response 3.4.2**. The Tier 2 NEPA study for Section of Independent Utility (SIU) 4 at Loogootee will evaluate four variations of **Alternative P** at Loogootee. Please refer also to FEIS **Section 2.5.2 – Route Variations at Loogootee** and **Appendix NN – Post-DEIS Consideration of Loogootee Variations**. The Tier 2 analysis is intended to address comments provided in this letter.

Against this background, the following response addresses specific details of the comment.

Regarding previous studies, please refer to **Standard Response 1.2**. These studies considered various needs for a north-south transportation improvements in Southern Indiana. Some environmental and engineering assessments from earlier studies were used in this EIS.

Regarding Martin County planning efforts, several county and city plans were reviewed in DEIS **Appendix U – Land Use Plan Review**. This information also is included in the FEIS. These included the Martin County Comprehensive Plan, the City of Loogootee Comprehensive Plan and NSA Crane's Joint Land Use Study. FEIS **Section 3.2.3.1 – Review of Land Use Plans** assesses the consistency of plans throughout the Study Area with the alternatives considered in the EIS. During Tier 2 studies in SIU 4, local officials will be asked to provide and discuss any additional local planning documents.

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The input regarding new terrain versions for **Alternative P** is noted. The four variations of **Alternative P** in SIU 4 are based in part upon input provided by Martin County officials and representatives.

The decision to consider the environmental, economic, engineering and other impacts and benefits in SIU 4 was an important factor in deferring the decision about a single variation to Tier 2 studies. Interaction with Martin County officials and representatives identified that the following key issues required more detailed consideration to identify a final alignment in SIU 4.

- Detailed business surveys within Loogootee
- Transportation needs of the Amish community
- Detailed traffic analyses and forecasts within and near the City of Loogootee
- Additional public outreach

Detailed Tier 2 analyses are intended to address the four points of extreme concern and four points of low to moderate concern in the comment.

This list of 10 points which Martin County officials and representatives recommend have commenced through the added interaction documented in this Tier 1 FEIS – see **Section 2.5.2** and **Appendix NN**. These will continue during Tier 2 studies in SIU 4. It must be noted that the western bypass of Loogootee is one of the four variations which will be considered in the Tier 2 studies.

These comments conclude with statements of the desire of Martin County officials and residents to participate fully in continuing studies for the Mid-States corridor in Tier 2 studies in SIU 4. INDOT and the study team anticipate continued cooperation and interaction as the Mid-States Corridor project moves forward.

Stant, Jeff (Indiana Forest Alliance)

Footnotes are provided as endnotes at the conclusion of the comments.

1 – Purpose and Need

2 - Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.6 – Indirect and Cumulative Impacts

3.12 – Construction Impacts

3.13 – Cultural Resource Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetlands

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.29 – Short-Term Use Vs. Long-Term Productivity

6 – Mitigation and Commitments

Comment

We appreciate this opportunity to provide comment on the Draft Environmental Impact Statement (DEIS) for the proposed Midstates Corridor Highway. Indiana Forest Alliance (IFA), is a nonprofit organization dedicated to the conservation and restoration of Indiana's native forest ecosystem. IFA has approximately 1,200 members and supporters. Many of them live in the 12 County-Area that has been identified as the Project Area for this proposed Highway. Most of our members utilize the Hoosier National Forest, Martin State Forest, Pike State Forest, Glendale Fish and Wildlife Area, Bluffs of Beaver Bend Nature Preserve, Plaster Creek Seeps Nature Preserve, Orangeville Rise Nature Preserve, Wesley Chapel Gulf National Landmark, Boggs Lake County Park and/or other public lands in the Project area. Others utilize private woodlands in the Project area to augment their income or for their recreational enjoyment.

IFA is concerned that construction of the new terrain highway being proposed for this Project will needlessly destroy forests. In addition, beyond building infrastructure that destroys and fragments existing forest, the stated purpose of the Midstates Highway if achieved, will invariably increase land development in the 12 County region resulting in the loss of many more acres of forests, wetlands, farmlands and other rural land. By increasing land development pressure, public infrastructure designed to maximize access to this rural area will also place greater challenges on programs to conserve forest in one of the few regions of the state where there is appreciable unfragmented forest habitat. One of those programs established this spring, is the Southern Indiana Sentinel Landscape program, a partnership of the US Departments of Defense, Interior and Agriculture, state and local governments and NGOs that is acquiring lands and easements for conservation and helping private landowners in regions with military installations practice sustainable forestry and agriculture. For more information on this program which is designed to prevent the encroachment of incompatible development around the nation's military installations, see <https://sentinellandscapes.org/>.

We will present our concerns in the following basic areas:

1) The purpose and need for this proposed highway are extremely questionable.

The DEIS is proposing to spend between \$735 million and \$1 billion in capital and contingency costs to build a highspeed, new terrain highway parallel to an upgraded US 231 on the basis that the economy of Dubois County Indiana is suffering from lack of accessibility to the rest of the state. Yet there is a highspeed east/west interstate, closely following the entire southern border of Dubois County, I-64, that is 10 to 20 miles from this County's industrial areas in Huntingburg and Jasper respectively. There is a highspeed north/south interstate, I-69, 20 to 30 miles west of these industrial areas. It is accessible by direct, virtually straight-line connections of State Road 64 from Huntingburg and State Road 56 from Jasper. There is a super two north/south highway, a combination of State Roads 37 and 145, 20 to 25 miles to the east connecting Tell City to French Lick that is accessible by State Highway 64 from Huntingburg and State Highways 164 and 56 from Jasper. Twenty miles north of French Lick, State Road 37 becomes a four-lane expressway just north of Orleans and continues north to become I-69 in Bloomington. In addition, US 231 is running straight north/south from I-64 at Dale through Huntingburg and Jasper to I-69 at Crane Naval Weapons Support Center. And twenty miles north of Jasper, truckers and other travelers on US 231 can turn west on an upgraded US 50/150 to reach I-69 in about 15 miles. If truckers and other motorists in Jasper believe US 231 is too congested to the south, they can also take State Highway 162 out of town around Huntingburg to reach I-64 just south of Ferdinand. Dubois County is framed by and permeated with state and federal highways.

Yet somehow, the public is supposed to believe that Dubois County is hurting economically relative to the rest of the state, so taxpayers should consent to the state using eminent domain on farmers, small businesses and other landowners to build a highway across their land without credible evidence that another highway will address poverty or raise incomes in this County.

The proponents of the new highway claim that it is needed to raise incomes in Dubois County. Some 6.7 percent of residents in Dubois County live below the poverty line. This compares to 14.4 percent of Marion County residents and 11.6 percent of Hoosiers throughout Indiana living below the poverty line. Median household income in Dubois County (2016 to 2020) was \$62,846 compared to a median income in Marion County of \$51,219 and a median income in Indiana of \$58,235 in the same period. Per capita income in Dubois County is \$31,605 compared to \$30,013 in Marion County and \$30,693 statewide. (i) These numbers are occurring amidst overall Cost of Living Indexes that are slightly higher in Indianapolis at 83.9 and Indiana at 82.1 than in Jasper at 80.8 and Dubois County at 80.5. (ii) They are not compelling evidence of economic pain in Dubois County relative to elsewhere in Indiana.

In April, 2020, when the covid pandemic struck the nation deeply, unemployment reached 11.5 percent in Jasper and 10.6 percent in Dubois County. By comparison, unemployment reached 14 percent in Indianapolis and 17 percent statewide, a state record. Since the economic recovery began, the unemployment rate has declined to 1.5 percent in April, 2022 in Jasper and 1.4 percent in Dubois County, tied with four other counties for the second lowest unemployment in the state. By comparison, unemployment has declined to 2.5 percent in Indianapolis (Marion County) and 2.2 percent statewide. These unemployment statistics are from the State's Department of Workforce Development and not seasonally adjusted.

Notwithstanding these comparisons, neither the DEIS nor its appendices explain how building a highspeed highway to increase the supply of workers will result in increased rather than depressed wages in the local workforce.

2) The stated purpose and need for this proposed highway are unjustifiably narrow.

As we stated in an April 14, 2020 Letter to INDOT and the Midstates Corridor Project, the Purpose and Need Statement appears to be impermissibly narrow and designed to skew the required analysis to a predetermined outcome. Under the National Environmental Policy Act, (NEPA), an EIS must include a solution-neutral purpose and need statement, so that alternatives are not eliminated simply because they are different from the proposed project. (iii) The NEPA analysis cannot adopt a limited purpose and need that acts as a “self-fulfilling prophecy” for this particular proposed highway project and that effectively precludes full and fair consideration of all reasonable alternatives, including non-highway alternatives.

According to page 1-2 in “Chapter 1 – Purpose and Need” of the DEIS, “The Purpose of the Mid-States Corridor project 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.” These “two main purposes” are to: “Improve business and personal regional connectivity in Dubois County and Southern Indiana” and “Improve highway connections to existing multimodal locations from Southern Indiana”.

There are also three “fundamental reasons for the project” (DEIS, p. 1-11). Also called “primary” or “core” goals”, the DEIS says these further explain the 2 main purposes above and that alternatives considered “must have adequate performance in addressing primary goals”. The primary goals are

Increase accessibility to major business markets (Goal 1)

Provide more efficient truck/freight travel in Southern Indiana (Goal 2)

Increase access to major intermodal centers from Southern Indiana (Goal 7)

The main purposes of the project should be broad enough to enable a range of alternatives to be genuinely and objectively considered so that the most cost-effective solutions for building a transportation network that addresses the region’s needs today and well into the future can be selected. While the initial premise of providing an improved transportation link is not necessarily limiting, use of the word, “highway”, in the third purpose eliminates the option of rail that could move freight to and from this region much more efficiently than trucking. Furthermore, the words “truck” in the second core goal and the sole performance measure for this goal of a “reduction in truck vehicle hours of travel (VHT)” in the 12-County Study area is used to eliminate nonhighway options from consideration in this project.

No new terrain alternatives were also eliminated without adequate explanation. The DEIS states that Alternative R which focused on upgrading US 231’s existing alignment, was not carried forward from the screening analysis to include in this DEIS “due the high volume of impacts resulting to the human environment, particularly related to relocations, cultural resources and potential local access issues. (page ES-8)”. The factual basis for these conclusions reached in the screening analysis is opaque, given that the specific features of the upgrade of an existing alignment are as unspecified as the features of any new terrain route at the screening level. For example, how a super two on existing alignment that

might require the front 20-30 feet of most impacted properties was found to have worse relocation impacts compared to a new terrain highway that cuts farms in half and separates businesses and homes from key points of ingress and egress is not explained nor could it be until the specific features of the facility including that of the super two highway using existing alignment are defined, which decision-makers have decided will not occur until the Tier 2 process. Furthermore, impacts to cultural resources in the Tier 1 process are identified from the windshield, with little field investigations beyond the existing roads, where cultural resources have often long been visible and more recognized. This makes the potential for cultural resources to be readily identified higher along any existing highway than along new terrain routes that will need much more research and field examination to identify cultural resources and determine impacts to them.

A hybrid alternative that included a new terrain eastern corridor in Section 2 of the project area which returned to existing alignment on US 231 north of the East Fork White River bridge at Haysville, was also dismissed. This was based on the unsubstantiated conclusion that more relocations would be necessary along US 231 compared to Alternative P and that if those relocations were reduced by less upgrades, that the performance of the hybrid in meeting the project's core goals "placed it in the lowest tier for the performance measures." Again, without public examination and feedback on the specific upgrades considered in this hybrid in the DEIS, the basis for its dismissal appears to have been predetermined by this project's promoters who have authored the DEIS. Rather than an improved transportation network that has anything to do with serving the broader public interest, the DEIS appears to be constructing an elaborate justification for building a new terrain, highspeed, limited access truck highway for a very narrow set of influential special interests who want to ship freight faster from the project area. Public officials should not confuse their desire with the bonafide demonstration of need for this new highway that has yet to be demonstrated.

3) The impacts for Route P are unacceptable and understated in the DEIS.

Major impacts to resources are reported in ranges in the DEIS which will depend upon the type of facility, super two rural arterial or partial access expressway, that is selected in the Tier 2 analysis. According to the DEIS, the new terrain highway in Route P will directly destroy 629-923 acres of forest and degrade 7-10 blocks of "core forest". (v) It will potentially force the relocation of 109-149 businesses, farms and homes and presumably sever and create access challenges for an untold number of additional properties. Although field surveys have not been done, the DEIS estimates the highway will degrade if not destroy as many as 62 above ground historical sites, archaeological sites and cemeteries, many of which are on or potentially eligible for inclusion on the National Register of Historic Places. The highway will destroy 1,354 to 1,832 acres of general farmland and 520 to 733 acres of prime farmland. The upper level of general farmland destruction is the second highest level of such loss among the alternatives. The upper level of prime farmland destruction is the highest level of such loss among the alternatives. The highway will excavate 419 to 607 acres of floodplain along the East Fork of White River, Patoka River or tributaries that flow into these rivers within a short distance. The upper limit of these acres is the second highest level of floodplain acres impacted of the alternatives.

In the process of causing these impacts, the DEIS concedes that the proposed Route P highway will come within two miles of habitat for potentially eleven species that are listed nationally as either endangered, threatened or are candidates for such listing under the Endangered Species Act. That is more federally listed species affected than any of the other alternative routes. Table 3.16-2 (page 3.16-10), shows that

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Route P will come within a mile of the habitat for five of these species which are bats according to a US Fish and Wildlife Proximity Analysis. This is based on capture records and available forest habitat favored by these species. Females of these are myotis or perimyotis bats that, with the exception of the gray bat, all use mid to large, dead and dying trees, tree cavities or leaf foliage in large hardwood forests for maternity roosting. They typically show high philopatry for roost trees and roost tree areas, returning to them every year to give birth and rear their young. Thus, the forest habitat that the Route P highway may destroy, degrade and fragment is particularly important for the survival of these bats.

According to Table 3.16-3 (page 3.16-12), 21.3 to 21.9 miles of the working alignment of the Route P highway could bisect maternity colony areas of the Indiana Bat, the second highest mileage affecting such habitat of any of the alternatives. Maternity habitat within these colony areas that could be encroached upon if not destroyed comprises 228 to 282 acres.

According to Table 3.16-4, (page 3.16-13), 13.1 miles of the working alignment of the Route P highway could bisect potential maternity colony areas for the northern-long eared bat, again the second highest mileage affecting such habitat of any of the alternatives. Maternity roosting habitat within these colony areas that could be encroached upon if not destroyed comprises 161 to 188 acres.

The DEIS does not recognize that the northern long-eared bat was proposed for federal endangered listing by the USFWS for the second time on March 23, 2022. (vi) Nor does it acknowledge the severely dire circumstances for survival of this animal due to White Nose Syndrome which has reduced its numbers across Indiana and its core range by more than 90 percent in the past decade. Nor does the DEIS recognize that other threats such as wind farms and habitat fragmentation, that previously did not threaten to extirpate the species, now appear to be cumulatively finishing off the few individuals of this species that have survived WNS. According to the Species Status Assessment for the northern long eared bat completed for this proposed listing, the probability of northern long eared bat maternity roosts being found in Indiana will be zero by 2030. (vii) Only the most dramatic and extraordinary efforts can save this species. Government agencies must lead the way. The matter-of-fact approach to the Route P highway's harm of crucial summer maternity roosting habitat for this species acknowledged by the DEIS is not an encouraging sign of such leadership.

Similar dire conditions are faced by the little brown bat and tricolored bats whose numbers have also declined in Indiana by 80-90 percent in the past decade due to WNS. Both of these species are also under species status assessment by the USFWS for probable endangered listing proposals within the next 2-3 years. The DEIS acknowledges that the Route P highway will come within 1 mile of known or potential habitat for these two bats in Table 3.16-2. Regardless of the timing of their listings, the fact that they are officially recognized candidate species in the listing process should give the authors of this DEIS far more cause for concern than the harm that they suggest is inevitable by their selection of the Route P highway. When animals reach the dire straights that the northern long eared, little brown and tricolored bats are in, all with populations that have dropped notably below those of the federally endangered Indiana bat, mitigation steps to replace known critical habitat by protecting that habitat elsewhere may no longer be relevant in saving these species from harm that the Route P highway could cause.

The Route P highway's construction could easily generate significant sedimentation, siltation, and point and non-point source water pollution into the East Fork of the White River from the expansion or

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placement of a new bridge (depending upon the facility type of the highway) alongside the US 231 Bridge at Haysville and by crossing tributaries and watersheds that drain to the East Fork. According to pages 3.16-17 through 3.16-20, pollution from these crossings could harm populations of four federally endangered mussels that are vulnerable to sedimentation and other pollution. These are the Eastern fanshell pearly mussel, sheep nose mussel, rough pigtoe mussel, and fat pocket book mussel. They could also harm a mussel that is under 12 Month Proposed Listing and Critical Habitat Review, the salamander mussel, and possibly the round hickorynut, a mussel proposed for the threatened listing. Table 3.16-2 indicates the Route P highway's alignment could directly harm two of these mussels and is within a mile of the portions of the East Fork inhabited by three others.

In addition, the only naturally reproducing population of lake sturgeon left in the Ohio River Basin also lives in the East Fork of the White River within the Midstates Highway Project area where most of these mussels live. The lake sturgeon's status for endangered listing is under a 12 Month Proposed Listing and Proposed Critical Habitat Review. The DEIS concedes that pollution and contamination of the waters where it lives are detrimental to the lake sturgeon. Indeed, the DEIS states on page 3.16-27, "While Alternative P would not cross the reach of the East Fork White River known to support the lake sturgeon, it would cross a couple of the watersheds that feed directly into the East Fork White River". It is not difficult to find examples of such pollution by highway construction. Excavation for I-69 caused considerable pollution of streams with sediment in Greene County a decade ago despite the use of BMP efforts to control the sedimentation. The significant amount of Route P's location in floodplains close to tributaries and the rivers they flow into enhances the potential for this road to pollute waterways that harbor rare and endangered species.

The Route P highway's use of floodplains as well as its parallel direction to the existing US 231, will also disrupt wildlife migration corridors along rivers and tributaries and create a high fatality barrier to enumerable species that the DEIS does not acknowledge.

The DEIS revelation on page 3.16-22, in Table 3.16-6 that the Route P's working alignment will either directly impact or is in close proximity to the habitat of 41 species of plants, invertebrates, mussels, amphibians, reptiles, birds and mammals further reflects on the considerable threats that this proposed highway poses to a broad list of species that make Indiana's natural heritage special and unique. The fragmentation of forests that human kind in Indiana is continually engaged in, and that this highway will exacerbate, is making native species that were common in pre-settlement Indiana continually rarer and driving imperiled species closer and closer to extirpation in the state and possible extinction altogether. In so doing, this fragmentation is robbing future generations of Hoosiers of the natural heritage that we now enjoy and that should be our legacy to them.

An example of this robbery is the population sinks for native forest songbirds that Indiana's forests are becoming from this fragmentation. Population sinks are areas of habitat in which local reproduction of these birds is insufficient to compensate for adult mortality. The DEIS acknowledges that the Route P highway will open up and fragment 7-10 large blocks of interior, closed canopy forest. It will do this in one of the only areas of Indiana and the lower midwestern United States where such interior forest habitat is not uncommon and where Breeding Bird surveys indicate that forest songbirds are successfully raising young and sustaining their populations. Research documents that forest song birds in forests in more fragmented environments experience significantly increased predation and nest parasitism compared to the predation and nest parasitism those birds face in larger forests with more

uninterrupted forest interior habitat. A study of nine sites in areas with varying degrees of forest cover (in southern Indiana, Illinois, Missouri and northern Wisconsin) documented this increased adverse edge effect in smaller forests. Nests of three ground nesting warblers, ovenbird, worm-eating and Kentucky warbler and two species that nest near the ground in shrubs, hooded warbler and indigo bunting, were lost to predators such as blue jays, crows, racoons and snakes, at a much higher rate in forests in more fragmented landscapes. (viii) Twelve of the thirteen cases of the highest daily predation, with more than 80 percent of these birds' nests consumed by predators, occurred in the four most fragmented landscapes (in Illinois, Wisconsin and northern Missouri). The authors concluded:

Fragmentation at the landscape scale thus affects the levels of parasitism and predation on most migrant forest species in the midwestern United States...Parasitism levels of wood thrushes, tanagers and hooded warblers and predation rates on ovenbirds and Kentucky warblers were so high in the most fragmented forests that they are likely population sinks... Our results suggest that a good regional conservation strategy for migrant songbirds in the Midwest is to identify, maintain and restore the large tracts that are most likely to be population sources. Further loss or fragmentation of habitats could lead to a collapse of regional populations of some forest birds. (p. 1989)

While the levels of direct impacts to resources and the fauna and flora that depend on them are significant in and of themselves, we are quite concerned about the complete whitewash of indirect and cumulative effects from the proposed highway in Chapter 3, Section 3.6 of the DEIS. Its discussion concludes: "The analysis found no significant indirect or cumulative impacts associated with Alternative P."

We do not find any discussion in Section 3.6 about the cumulative effect of the impacts of this highway, its construction, operation and long-term effects, on the resources, ecosystems and human communities above. Most of the 11 activities identified as other actions affecting the resources, ecosystems and human communities of concern, for example the five local trails, do not appear to be significant or particularly relevant in discussing cumulative impacts on these three matters in the 12 County Project Area. Activities like the rate of forest and wetland destruction, construction in floodplains and floodways, pollution (with the exception of the Coal to Diesel Plant in Dale) and climate change are glossed over or not even touched on.

Forest and farm destruction rates could increase significantly as a result of this new highway, and that will affect the problem of climate change. What other activities in the 12 County Project area may be contributing to that destruction? The loss of up to 923 acres of forestland and as much as 1,832 acres of farmland from the construction of this highway will eliminate the carbon sequestration benefits of these lands. Coupled with the loss of roughly 1,800 acres of forests and 4,000 acres of farmland from the construction of I-69 from Evansville to Indianapolis (ix) across much of the Project area, and the 9,073 acres of net forestland lost from 2001 to 2016 in the eight project-area counties through which the Mid-States highway routes might pass, (x) this would be a substantial cumulative impact on forest cover – and carbon sequestration capacity – in southern Indiana.

The gross failure to account for the indirect effects of this proposed highway exacerbates the failure of the DEIS to consider the relationship between short-term uses and long-term productivity of the environment that may be affected by this Proposed highway.

The DEIS states that indirect effects are those caused by the action but occur later in time and/or farther removed in distance but are reasonably foreseeable (page 3.6-2). The DEIS further explains that a more recent clarification promulgated in the Council on Environmental Quality's NEPA regulations in 2020 adjusted the definition of indirect effects to "...changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance...." (CEQ 2020 – 40 CFR 1508.1).

If the fundamental purpose of this highway is to increase highway access to the Study Area, it is not credible to assume there will be no additional development of real estate that will have a reasonably close causal relationship to his project. Major development is eating up farmland and/or forest along the large majority of interchanges on I-65 from Lafayette to Louisville and along many other major state and federal highways in Indiana that has a reasonably close causal relationship to the existence of those roads.

Indeed, if this project is successful in meeting its stated goals, land development will be the inevitable result in the 12 County Study area that the project is addressing. Those stated goals are to: increase accessibility to major business markets, provide more efficient truck/freight travel in Southern Indiana, reduce localized congestion in Dubois County, reduce crashes at key locations in Southern Indiana, increase levels of business activity within Southern Indiana, increase personal economic well-being in Southern Indiana, and increase access to major intermodal centers from Southern Indiana. (xi) With these goals, one must assume that the project will result in increased development pressure on farms, forests, wetlands and other open rural spaces as more workers, business owners, developers and other individuals with more cash as a result of the highway seek to live in the project study area made more accessible by this highway. The fragmenting of farms and prime farmland by the highway will also make these lands less attractive for farming as they become more attractive for development.

For farmlands, the analysis in Section 3.6 of the DEIS finds the proposed highway will result in indirect impacts to 14 to 17 more acres from developments "reasonably connected" to the highway. That is about 1 percent of the upper limit of acres lost directly by highway construction. For forests, the DEIS finds the highway will result in indirect impacts to 8 to 11 more acres, about 1.2 percent of the direct acres lost. The DEIS finds that no additional wetlands will be impacted. And after the highway disrupts as much as 207,875 linear feet of streams, not one additional foot will be indirectly impacted by developments reasonably connected to the highway according to the DEIS.

These are absurdly low estimates for indirect costs from the proposed Route P highway. By comparison, for the construction of I-69 from Evansville to Indianapolis, the indirect impacts – in loss of acreage from developments due to this interstate for forests, farmlands and wetlands -- were estimated to range from 22% to 44% of the direct acreage impacts. (xii)

The authors of this DEIS and promoters of the Preferred Alternative P, cannot have it both ways. Either this proposed highway will not achieve the goals outlined to achieve its stated purpose and need or it will achieve those goals, in which case, the inevitable indirect impacts of conversion of farms and forests to developments need to be accounted for. The DEIS completely fails to accomplish this step.

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In Conclusion: There is too much information needed to make a decision about whether any new terrain highway is justified that has not been produced in this Draft Environmental Impact Statement or is being inappropriately deferred to Tier 2 analysis, and thus will not be furnished to the public or decisionmakers in time to make an informed decision of what if any route to choose for the proposed Midstates Corridor Highway. Such information would shed light on the cumulative and indirect effects of building the highway, would include the biological assessment and opinion from the US Fish and Wildlife Service on the impacts of the highway to federally listed species, and would include a more in depth examination of the cultural and archaeological resources that are in the five corridors chosen for review in the DEIS. IFA is opposed to the selection of any of the five new terrain routes including Route P for this highway project. We do not believe that a purpose and need for this highway has been demonstrated that would justify the major adverse impacts and harm to the public interest that any of these routes will cause. IFA is not opposed to solutions to address the congestion problems that have been a long-term issue in Jasper and to some extent Huntingburg. We can also support steps to upgrade US 231 north of Haysville to increase the safety of travel on this highway. Thank you.

i Poverty, household income, and per capita income statistics from United States Census Bureau, Quick Facts, 2016-2020.

ii <https://www.bestplaces.net>.

iii *Simmons v. United States Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997).

iv Id.

v Table ES-1, Summary of Benefits, Costs and Impacts, DEIS, page ES-13.

vi Federal Register / Vol. 87, No. 56 / Wednesday, March 23, 2022 / Proposed Rules, pages 16442 to 16452.

vii Species Status Assessment Report for the Northern long-eared bat, Docket No. FWS-R3-ES-2021-0140 at <https://www.regulations.gov>, Map, Percent Decline in Occupancy, page 59.

viii Robinson, S.K., F.R. Thompson III, T.M. Donovan, D.R. Whitehead, and J. Faaborg. 1995. Regional forest fragmentation and the nesting success of migrating birds. *Science, New Series*, Vol. 267, No 5206. (March 31, 1995)., pp. 1987-1990.

ix Appendix HH, Comparison of Tier 1 And Tier 2 Impacts For Key Resources, Tier 2 Environmental Impact Statement, I-69 Section 6 Martinsville to Indianapolis, September 26, 2017.

x National Land Cover Database, Forest Acres Change for Indiana counties, Draft Indiana Forest Action Plan 2020 Update, January 2020, <https://www.in.gov/dnr/forestry/5436.htm>

xi Chapter 1 Statement of Purpose and Need, DEIS, pages 1-10 through 1-12.

xii Tier 1 Record of Decision, I-69 Evansville to Indianapolis, Indiana, Federal Highway Administration, U.S. Department of Transportation, March 21, 2004, and Appendix HH, Comparison of Tier 1 And Tier 2 Impacts For Key Resources, Tier 2 Environmental Impact Statement, I-69 Section 6 Martinsville to Indianapolis.

Response

The response to this comment is organized by the main sections in the comment. The response begins by addressing the two paragraphs of comments provided before these main sections.

Regarding impacts to forest and potential forest fragmentation and induced development please refer to response under **3) The impacts for Route P are unacceptable and understated in the DEIS**. Regarding the Sentinel Landscape program, please refer to **Response 0775**. It describes this program as engaging private landowners regarding land management practices near military installations. It does not address acquiring private land for other public purposes, such as transportation facilities. See also **Response 0399** which discusses ongoing consultation between project staff and officials at NSA Crane.

1) The purpose and need for this proposed highway are extremely questionable.

It is inaccurate to characterize the “basis” of the purpose and need as supporting economic needs in Dubois County. Please refer to **Standard Response 2.6**. It states that economic development is not a core goal for this project. The ability to support economic development is an “other desirable outcome,” and was not considered in identifying **Alternative P** as the preferred alternative. This response is applicable to the several portions of the comment regarding the role of economic development for the Mid-States project, as well as economic indicators such as employment levels. While economic development is not a core goal, the project is forecasted to have significant economic benefits. Please refer to **Standard Response 2.11**. It notes that the Mid-States project is forecasted to support increases in high-wage jobs in the Study Area.

The core goals of the purpose and need support improved regional accessibility. In response to the statement that this is a congestion relief project, please refer to **Standard Response 2.1** under the header of *Absence of Congestion*. It states, “In rural areas, transportation needs often relate to system linkage, not roadway capacity. System linkage describes the existence of suitable transportation facilities serving major travel flows. Lack of system linkage can produce high travel times and low accessibility between major destinations, even if roads are not congested.”

The comment asserts that there is no need for an improved north-south connection in the Study Area. The need for improved north-south connectivity in the Study Area was cited by multiple business and economic leaders during the development of the Purpose and Need. See **Appendix CC – Purpose and Need Appendix**, Economic Interview Appendix. Twelve of the 18 organizations interviewed cited the need for improved north-south connectivity. These organizations include Elliot Stone, Cook Group, Dubois County Airport Authority, Dubois Strong, Farbest Foods/Wabash Valley Produce, Jasper Engines and Transmissions, Lincolnland Development Corporation, Meyer Distributing, Mulzer Crushed Stone, OFS Brands, Perry County Port Authority and Purdue Foundry at Westgate. Roads cited in the comment were not considered as reasonable choices for north-south travel to and from the Study Area, generally due to the amount of indirect or adverse travel which using them would entail. “Indirect” or “adverse” travel refers to traveling significant distances not in the general direction of the desired destination. The suggested diversion of travel to other roads 20 to 25 miles to the east is an example of indirect and adverse travel. For example, Google Maps estimates the travel time for Jasper to Crane via SR 56 to Petersburg and I-69 to Crane as approximately 70 minutes. The current travel time via US 231 is 48 minutes (**Appendix A, Table A-3**).

2) The stated purpose and need for this proposed highway are unjustifiably narrow.

Many of the points stated here are identical or very similar to those addressed in **Response 1049**, under item **A - The Purpose and Need Statement is impermissibly narrow and leads to selection of a preferred alternative with limited benefits**.

The Purpose and Need was determined through a very robust process, with the following key components:

- Review of key policy guidance documents. These included federal transportation legislation (MAP_21), Indiana’s prioritization of major transportation projects throughout Indiana (Blue Ribbon Panel on Transportation Infrastructure) and INDOT’s Long Range Transportation Plan.

- Five regional transportation studies conducted over a period of 15 years.
- A regional needs assessment with detailed technical assessments of transportation flows and economic data and forecasts.
- Wide ranging input from economic and business stakeholders throughout the Study Area.
- Extensive input from the public, stakeholders and agencies. This comment cites a modification to the Purpose and Need after its release as a draft document. This was in response to agency input from the Federal Highway Administration (FHWA).

In addition, a very wide range of alternatives was considered by the study. These include:

- A range of conceptual highway corridors throughout Southern Indiana. Please refer to FEIS **Appendix C – Preliminary Alternatives Development**.
- Two alternatives consisting entirely of upgrades of existing highways. Please refer to FEIS **Section 2.5.1 – Reconsideration of Alternative R** and **Appendix V – Local Improvements Analysis**
- Three non-personal car transportation alternatives. These included transit and passenger rail, freight rail and autonomous vehicles. Please refer to Non-Highway Alternatives Analysis Appendix in FEIS **Appendix D – Screening of Alternatives**.
- Fifteen non-transportation alternatives. Please refer to Non-Highway Alternatives Analysis Appendix in FEIS **Appendix D – Screening of Alternatives**.

This EIS considers several non-new terrain alternatives, in addition to many non-highway and non-transportation alternatives cited previously. Please refer to **Standard Response 2.2**, which explains that multiple upgrades to existing US 231 as a stand-alone alternative are not able to adequately satisfy the project's purpose and need. Please refer to **Standard Response 2.3**, which explains that **Alternative R**, an upgrade of existing US 231 from I-64 to I-69, was unable to adequately satisfy the project's purpose and need. It also had more than twice the level of relocations as any other alternative, as well as significant potential impacts to cultural resources. Please refer to **Standard Response 2.12**, which summarizes the evaluation of an area wide **Local Improvement Alternative**. It consisted of 18 improvements on six different highways. It performed poorly on core goals and fails to adequately satisfy the purpose and need.

Regarding the engineering requirements of upgrading an existing highway, please refer to **Appendix E – Cost Estimating**. It describes the typical section required for an upgrade of an existing highway. The factors it describes account for the high relocations associated with **Alternative R**, as well as those associated with the **P₂₃₁ Upgrade** analyzed in **Appendix V – Local Improvements**.

Regarding the assessment of cultural resource impacts, please refer to **Section 3.13 – Cultural Resource Impacts**. Please also refer to **Appendix P – Section 106 Documentation**. These documents describe that the State Historic Preservation Officer and INDOT's Cultural Resource Office concurred with the Tier 1 Section 106 process being appropriate for this Tier 1 Study.

Regarding the wide-ranging public input process for this project, please refer to **Standard Response 7.2**. Input was received from a broad range of stakeholders throughout the Study Area. It is inaccurate to characterize input as being provided by a narrow group of "special interests."

3) The impacts for Route P are unacceptable and understated in the DEIS.

The comment enumerates the published analyses of forest, relocation, farmland and floodplain impacts. **Alternative P** has significantly lower stream and forest impacts than the other two alternatives, **Alternative M** and **Alternative O**, which adequately satisfy the project goals. **Alternative P** also has no impacts to known karst resources, while the other two alternatives cited impact potentially dozens of karst resources. For additional information about impacts to these categories of resources, please refer to **Standard Responses 3.21.1, 3.5.1, 3.24.1, 3.17.1, 3.19.1, and 3.23.1** respectively.

The number of aboveground cultural resources potentially directly impacted is significantly less than the 62 aboveground historic sites cited in the comment. Please refer to **Table 3.13-1**.

Regarding impacts to listed bat and mussel species, please refer to **Standard Response 3.16-1**. The preferred alternative was evaluated in formal consultation with the U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act. This consultation is documented in **Section 3.16 – Threatened and Endangered Species**. Please also refer to **Appendix QQ – Biological Opinion (BO)**. This documents the “no jeopardy” finding of the U.S. Fish and Wildlife Service for the Tier 1 preferred alternative. Please also refer to **Appendix PP – Biological Assessment (BA)**. It considers in detail specific points raised about bat maternity, roosting, feeding and hibernating behaviors. It considers the effect of White-Nose Syndrome in multiple parts of its analysis.

As the comment notes, the status of the northern long-eared bat has been changed to “endangered” since the publication of the DEIS. The FEIS has been modified to document this change. The Biological Assessment (BA) considers the tricolored bat as proposed for listing. It also considers the proactive review status of the little brown bat.

We anticipate use of the existing US 231 bridge at Haysville to minimize impacts to East Fork White River and its associated fauna. If another bridge is needed to accommodate an expressway facility type, it will be located proximate to the existing bridge. The mussel species cited in the comment are analyzed in the BA and were considered by USFWS in issuing its “no jeopardy” opinion in the BO.

Regarding the Lake Sturgeon, **Section 3.16 – Threatened and Endangered Species**, documents its placement on the National Domestic Listing Workplan for a 12-month finding in fiscal year 2024. **Section 3.16.4.1** states that the downstream extent of the Lake Sturgeon’s breeding reach is approximately 8 miles upstream of the existing US 231 bridge. It also notes that IDNR has on occasion tracked tagged individuals as far downstream as the US 231 bridge. The lake sturgeon was analyzed in the BA, and was considered by USFWS as part of a Formal Consultation process.

Regarding floodplain impacts, please refer to **Standard Response 3.17.1**. Regarding impacts to wildlife and the ecosystem, please refer to **Standard Response 3.25.1**. **Alternative P** has fewer potential wildlife impacts than the other two alternatives, **Alternatives M** and **O**, which satisfy the purpose and need.

Regarding forest fragmentation and its impacts to songbird species, these impacts are considered in **Section 3.21.2.4 – Habitat** and **Section 3.21.2.6 – Fragmentation** within **Section 3.21 – Forest Impacts**. **Alternative P** has one-third to one-quarter of the core forest impacts of the two other alternatives, **Alternative M** and **Alternative O**, which adequately address the purpose and need. Please refer to **Table 3.21-2**. Some of the detailed information provided in your comment is appropriate for consideration during Tier 2 studies. This information will be retained in the project record for reference at that time.

The FEIS accounts for indirect and cumulative impacts to key resources (farmland, forest, streams, wetlands and karst). The bullet points below address some specifics of the comment provided.

- **Comparison of Indirect and Cumulative Impacts Analysis with I-69 Tier 1 FEIS (2003).** The I-69 Tier I EIS was published two decades ago. It used current traffic forecasting and economic modeling tools to forecast indirect impacts. Travel behavior has changed significantly in that period of time. The Great Recession of 2008/09 and the COVID pandemic both significantly changed large components of economic activity. The types of industries in today's economy differ in material respects from the types of industries which existed 20 years ago. Traffic forecasting and economic analysis tools have significantly advanced during that 20 year period. Due to these factors, there is no expectation that the I-69 Tier I analysis will have a strong predictive value for the results of this present analysis.
- **Significant added analysis is provided in this FEIS regarding the effects of climate change.** Please see **Appendix RR – Greenhouse Gas Analysis**. It forecasts the changes in carbon sequestration due to impacts to farmland and forested land.
- **The analysis of cumulative effects encompasses three Volume II appendices in addition to Section 3.6 – Cumulative Impacts in Volume I.** These include **Appendix F – Cumulative Impacts Baseline Trends**, **Appendix G – Cumulative Impacts Analysis Technical Report** and **Appendix Q – Direct and Indirect Impacts to Farmland, Forest and Wetlands**. The following points summarize the contents of each and how they address some of the comments provided.
- **Appendix F.** This documents the long-term trends for impacts to and uses of farmland, forest, wetlands, streams and karst in the project area. Its key findings include that long-term trends in conversion of farmland to other uses are expected to continue, recent increases in forested land are expected to continue, there is the potential for a minor increase in forested wetlands in the project area, existing and potential watershed management plans have the potential to improve water quality and karst-related impacts to water quality will remain consistent to potentially decreasing. This appendix provides the rationale for identifying other reasonably foreseeable projects in the Study Area. Baseline data extends to 2016 for forested land and 2017 for farmland. These data reflect the impacts of other recent undertakings, such as the I-69 Evansville to Indianapolis project.
- **Appendix G.** This describes in detail the 11-step procedure to analyze indirect and cumulative impacts. It provides several paragraphs describing the approach, analyses and findings during each step. Step Five through Step Ten has a paragraph discussing each of the five resources. The document describes how the scoping process identifies present and reasonably foreseeable actions by government agencies, private organizations, or individuals that should be considered in the cumulative effects analysis. There were 12 such actions identified, impacting over 1,000 acres. No comments were received identifying any other reasonably foreseeable actions which the cumulative impacts analysis should consider.
- **Appendix Q.** This appendix provides the detailed calculations supporting **Table 3.6-1** in Volume I. This analysis includes estimates of acreage conversion by land type, forecasted induced land use changes by Traffic Analysis Zone (TAZ) and acreage impacts of other reasonably foreseeable projects in the Study Area.

Regarding impacts to farmland and forest, and their effects on carbon sequestration, please refer to **Standard Response 3.9.1**. Impacts regarding the relationship between short-term uses and long-term productivity are addressed in **Section 3.29**.

Regarding the reference to CEQ's 2020 regulations regarding indirect and cumulative impacts, **Section 3.6.1 – Introduction** in **Section 3.6 – Indirect and Cumulative Impacts** references subsequent modification of these regulations. The cumulative impacts analysis in the FEIS is consistent with current CEQ guidance.

Regarding forecasts of induced development, it must be restated that the goals of this project are to increase regional accessibility, not to attain specific levels of economic development. Economic development goals represent "other desirable outcomes." The selection of a preferred alternative did not consider performance measures associated with economic development goals.

The forecasts of induced development are documented in **Appendix Q**. These were obtained from the TREDIS suite of economic forecasting tools. TREDIS (<https://tredis.com>) is used to forecast the economic benefits of project alternatives. TREDIS is the most widely used tool in North America for assessing the economic impacts of transportation projects. TREDIS calculates the economic impacts, benefits and costs of proposed projects, programs and policies. It is a comprehensive decision support system that spans economic impact analysis and financial analysis, as well as freight and trade impact analysis. It is used throughout the United States, Canada and Australia. It has been used by over half of state transportation departments in the United States, as well as dozens of urban areas (<https://tredis.com/use-cases/tredis-clients>). TREDIS is the standard tool INDOT uses to assess the economic benefit of transportation projects. Please see **Appendix B – Economic Performance Measures and Methods** for more detailed information about TREDIS.

The induced growth forecasted by TREDIS, and the baseline growth forecasted in the Mid-States regional travel model were reviewed by an internal team which had a rich background and experience in the socioeconomic landscape of the Study Area. The team reviewed the geographic allocation of the population and employment growth based on their knowledge of zoning, available land and the development potential of the communities they represent. See **Appendix B - Economic Performance Measures & Methods** for more information.

4) Conclusion

Regarding the cumulative impacts analysis in the FEIS, please refer to response immediately preceding.

Regarding the Biological Assessment and Biological Opinion for this project, these were not available when the DEIS was published. They are published in this FEIS. Please refer to **Appendix PP** and **Appendix QQ**, respectively. These consider potential effects of the project on federally listed species.

Regarding consideration of impacts to cultural resources, please refer to the earlier response under header **2)**.

Regarding the benefits which **Alternative P** will offer, please refer to **Standard Response 2.6**.

Regarding consideration of local congestion, please refer to the earlier response under header **1)**.

Regarding the inability of upgrades to US 231 to address project goals, please refer to the earlier response under header **2**).

Crone, Erin

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.12 – Construction Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 -Agricultural Impacts

3.25 – Ecosystem Impacts

3.28 – Energy Impacts

6 – Mitigation and Commitments

Comment

In reviewing the Mid-States Corridor DEIS, I have concerns about 1) the lack of consideration of climate impacts, and 2) the thoroughness of the DEIS to assess potential impacts to threatened and endangered species, particularly mussels. Additionally, I have suggested an alternative that I believe deserves full consideration in the EIS.

1. Climate impacts: The DEIS does not adequately assess the effects of the alternatives on emissions and carbon sequestration. The DEIS assesses changes to emissions only with regard to current and projected vehicle traffic on the routes, sighting a slight increase that the authors claim will likely be negated by expected increases in electric vehicles. However, road construction results in emissions far beyond changes to traffic patterns, so the DEIS grossly underestimates and, frankly, ignores most climate impacts of the project. The DEIS specifically fails to address climate impacts of 1) direct construction processes, 2) raw materials production throughout the life of the highway, and 3) changes to carbon sequestration on the landscape.

Construction equipment relies on fossil fuels and thus directly contributes to climate change, so direct impacts of construction should be considered. The production and use of raw materials, including asphalt, cement, and metals is energy intensive. In fact, according to Wang et al. (2015; <https://doi.org/10.1016/j.jclepro.2014.10.030>), approximately 80% of highway construction emissions are a result of materials production, yet these emissions were not considered in the DEIS. Any future maintenance of the highway will also require raw materials, which have not been considered. Additionally, soil disturbances inherent in road construction along with the clearing of forests, wetlands, and farmland each release emissions and decreases carbon sequestration potential. However, effects to carbon sequestration of these landscapes were not considered. Methods exist to model impacts of road construction and land use changes to both emissions and to carbon sequestration, and not including these in the DEIS represents a highly incomplete summary of environmental impacts of the project. Finally, mitigation plans to reduce the overall climate impacts of the highway construction should be specifically addressed in the EIS and enacted if highway construction proceeds.

2. Endangered Species Impacts: The consideration of effects on threatened and endangered mussels in the DEIS does not state when, where, how frequently, and by what methods mussel surveys have occurred in potentially affected streams. This information is vital to ensuring the EIS includes a hard look at impacts to mussels, which are considered one of the most imperiled taxa in the world. Despite the

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potential for substantial effects from increased sedimentation and pollution both at stream crossing sites and well downstream of crossings, it is unclear from the DEIS where and when mussel surveys have occurred. Unless this information is provided, it is unclear whether limited findings or lack of recent findings of a mussel species indicate its absence or a lack of sampling effort. The information provided in the DEIS relies heavily on USFWS reviews of these species, which appear to rely largely on personal communications with the Indiana DNR. If specific databases detailing mussel survey efforts were used in the DEIS preparation, this is not made apparent, and sources for any survey data are not referenced specifically. If it is determined that sampling has been infrequent, patchy, or not recent, then thorough sampling is warranted in these streams before a final EIS can accurately reflect the presences, absences, and densities of threatened and endangered mussels in the potentially affected areas.

Additionally, a statement that is repeated three times in the DEIS needs clarification or correction. The DEIS states that for sheepsnose, clubshell, and rough pigtoe mussels, the USFWS considers the entire reach of the East Fork White River in Dubois County to Williams Dam as potential suitable habitat for the mussel. None of the alternatives would cross this reach of the river (DEIS Appendix I: pg46-48). If my understanding of this statement is correct, the described reach denotes the entirety of the East Fork White River that runs along the Dubois County north border all the way to the Williams dam, which is south of Bedford. If this is true, Alternatives C, M, O, and P all cross the river within this reach on the Dubois County north border. Please clarify what the DEIS authors mean by the entire Dubois County reach of the East Fork White River to Williams Dam. If the statement that none of the alternatives cross this reach is incorrect, please correct this statement in each use and update the listed impacts to these mussel taxa as needed.

While my comment focuses specifically on concerns regarding mussels, information on where, when, and how frequently sampling has occurred is absent for other species as well, and providing this information for all endangered and threatened taxa, perhaps in a table or series of tables, would constitute a more complete portrayal of potential impacts to these species.

3. Clean Energy and Carbon Capture Development Alternative: The demand for development of clean energy and carbon capture projects is growing rapidly and represents a substantial opportunity for economic growth in rural areas such as the study location. Incentives for clean energy development are likely to only increase as the urgency to combat climate change rises. If the \$735 to \$1,052 million the DEIS suggests will be needed for the preferred highway alternative (or a portion of this amount) were applied toward a clean energy/carbon capture development alternative for the region, this would enhance economic development through large-scale development of both permanent and temporary skilled jobs and through the creation of long-lived profitable industries in the area. I would argue that a highway construction project is economically inferior to this plan because 1) it does not, on its own, promise economic growth but rather the potential for growth given the right circumstances, 2) nearly all economic growth that occurs from a highway project would not be seen until many years from now when the project nears completion, 3) certain people, towns, and businesses would experience economic hardships from the project due, for example, to displacement, loss of land, and traffic bypasses, and 4) loss of ecosystem services would occur. In contrast a clean energy/carbon capture alternative would 1) guarantee direct creation and support for industries, jobs, and economic development, 2) economic growth could begin occurring at the onset of the project's initiation, 3) there would be no collateral economic harm from displacement, land loss, and town bypasses, and 4) effects

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to ecosystem services would be far more limited. Additionally, instead of contributing to increasing climate change and pollution, the alternative would help southern Indiana become a part of the solution making it net beneficial to the environment rather than purely harmful. Within this alternative, a portion of the budget could be set aside to improve conditions and safety of extant roads to address this concern as well. While this alternative may not increase connectivity in the area, it deserves full consideration because the needs it would address are urgent, the development it would provide would occur far sooner, and it would represent a better investment of taxpayer money. To provide a full assessment of methods to meet needs of the project region and Indiana as a whole, this alternative should be fully considered in the final EIS.

Thank you for your consideration of my comments.

Response

Regarding **point 1 – Climate Impacts**, the following information is offered. Since the close of the DEIS comment period, the Council on Environmental Quality (CEQ) published *National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change* in the January 9, 2023 Federal Register. It provides draft guidance regarding items mentioned in the comment. The analysis in FEIS **Appendix RR – Greenhouse Gas Emissions** incorporates this draft guidance. Additional discussion of Greenhouse Gas (GHG) emissions also is included in **Section 3.9 – Air Quality Impacts**.

Regarding **point 2 – Endangered Species Impacts**, the following information is offered. In consultation with regulatory agencies, in particular the U.S. Fish and Wildlife Service, no field surveys for any listed species were conducted as part of this Tier 1 EIS. Such studies will be conducted for Tier 2 NEPA studies.

The Tier 1 EIS uses species occurrence records provided by the U.S. Fish and Wildlife Service (USFWS) and the Indiana Department of Natural Resources (IDNR). These records are confidential, and cannot be disclosed in the EIS, including its appendices.

The description for the reach within which the sheepsnose, clubshell and rough pigtoe mussels are of concern was incorrectly stated in the DEIS. It has been corrected to read, “East Fork White River in Martin County to Williams Dam.” The impact assessments shown in the DEIS were correct, and do not require modification.

Regarding **point 3 – Clean Energy and Carbon Capture Development Alternative**, the following information is offered. The alternative description is vague but the comment text states that such an initiative would not increase connectivity in the area. Therefore, such an alternative would not address the project’s core goals for increasing regional connectivity. In addition, the Indiana Department of Transportation cannot use its existing revenue sources to fund such a project. Therefore, the proposed Clean Energy and Carbon Capture Development Alternative is not technically and economically feasible, is not within the scope of the statement of Purpose and Need, and is not considered in detail in the FEIS.

This suggested alternative is recommended for its potential to increase economic development in the region. Please also refer to **Standard Response 2.11**. It states that economic development is a secondary project goal. It represents an “other desirable outcome” and is not a core goal for the project. The selection of the Preferred Alternative did not consider performance on economic development measures.

Carpenter, William

3.19 – Stream Impacts

Comment

South of the American Bottoms, connections are a little less clear, but a possible route can be traced from the abandoned valley segments at Scotland (fig. 2; 2, pl.1) at 640 feet across the flats at Crane Village (Cr, pl. 1) and through the narrows on First Creek (Fr). This part of the system descends 60 feet in 20 miles (3 feet per mile) and appears to discharge through one or more cols into the headwaters of Boggs Creek (Bg). Although it is probable that drainage from Lake Flatwoods and the American Bottoms continued through this segment as indicated on plate 1, an alternative route through a lower and more disperse system or systems just west of the glacial boundary is also possible. In fact, a quite complicated network of stream-diversion features can be mapped on the Scotland 1:24,000-scale topographic quadrangle map. Whether these are fairly closely related in time or whether they represent drainage associated with two or more distinct glacial events is not yet known.

Cols, narrows, and accordant high-level features are sparse along the glacial boundary from Boggs Creek to glacial Lake Patoka (Pk, pl. 1). Except for the abandoned meander loop at Hindostan Falls (Hd), ice-marginal drainage probably followed the present route of the East Fork of White River, and although the valley is narrow in this reach, it is not a narrows in the geomorphic sense because no alternative and presumably preglacial valley has been found. This section of the valley is walled by thick beds of resistant sandstone, which probably accounts for the restricted width of the valley. From the head of Boggs Creek to the head of glacial Lake Patoka, the RELICT DRAINAGEWAYS ASSOCIATED WITH THE GLACIAL BOUNDARY

Alternative route pplans to destroy this well documented geological wonder

Clyde Mallott, Joshua William Beade, Seibenthal, Professor John Collett All did extensive field work in this area as State geologist

Response

This comment was received through the Mid-States project web site comment portal on June 10, 2022. No figures or other information were provided with this comment. The only response which can be offered is that geological features, such as topography associated with specific glacial events, do not enjoy protected status unless they are included in a recreational area subject to protections under Section 4(f) of the Department of Transportation Act. Such protections do not apply to the features described.

Regarding stream impacts, please refer to **Standard Response 3.19.1**.

Hoffman, Julie

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

"When does it end? IF/After this project is completed, another destination will be targeted as needing faster/more direct access, and so the cycle will continue. I-69 at Washington and French Lick were considered as an options in this study, I sit here wondering how soon after this project would be completed that it would be deemed necessary to link up to one or both of them from this new route? When does it end? I understand the need for progress, but maybe progress means going the extra mile to improve the current roadway.

Traffic flow thru Jasper and Huntingburg are cited as major issues. I personally do not travel thru Huntingburg often, but I do travel thru Jasper routinely. I recall, at a public meeting on this topic, Japer's mayor cited the many interchanges (? - I do not recall the exact terminology he used) thru Jasper appx 80 per mile compared to the recommended 8 per mile. I have to admit that sounds awful. But, many of those interchanges are personal driveways. I honestly cannot recall the last time I encountered an individual exiting/entering the highway from a residential driveway, obviously those driveways are used, but it is not in excess to cause such disruption. I can however recall many many many times that a stoplight turns red as I approach, and I sit through the light while there is NO (ZERO) TRAFFIC on the cross street green, then sometimes matters are made worse when the north/southbound traffic has to sit longer thru left-turn arrows when again there is no traffic in those lanes. These are all-too-common occurrences disrupting traffic patterns. Progress? Surely technology has progressed to where these issues can be addressed. Maybe some lights need to be removed. It would be less accommodating to the local traffic, and left turns onto the roadway would likely be problematic, but utilizing city streets for effectively a J-Turn or to reach a lighted-intersection are options.

I feel it is a blatant mis-use of my tax money to consider a new corridor solution when efforts have not been made to correct these issues.

A benefit touted by supporters is the economic impact / new jobs to the area â€¦ businesses are already struggling to fill the jobs currently available. And this isn't only a new problem introduced by Covid. While Covid has definitely magnified this problem, it was an issue well before.

The agricultural impact is another concern. While I am personally part of a farm family, we expect to not be directly impacted by loss of land ownership (although a slight change of path would change that). But ground we rent is impacted, that will affect our livelihood in the future. There will be no compensation for that. And replacing those acres from a new landlord rental is very unlikely, at best it would come with a much higher cost as more farmers will be looking to replace lost acres again, no compensation. The number of farmers impacted is not necessarily represented by the list of land owners. Rural homes affected will eat into more agricultural land as those families are forced to relocate, yet another factor to consider when thinking about loss of potential farm ground, and how it

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may affect future opportunities. In many cases, even if a farm is not totally eliminated, it will be left with too little to support the family or equipment that is no longer right-sized for the operation they are left with, will those individuals even be able to liquidate everything they need to recoup? Without incurring further loss? Another concern will be the added inconvenience of crossing the new corridor to tend livestock/land on the other side. No clear indication yet of how inconvenient that might be but we can expect it will likely add as much or more to our day as the new corridor is expected to reduce travel time.

There is nothing to be gained by those who lose in this and those to gain will lose nothing! And for many of us who will incur a loss, there is NO compensation.

I'm sure as this is read, there are thoughts of where would we be today if impact to farmland would have stopped progress in the past? Things change as time goes by so please consider where will we be tomorrow if impact to farmland doesn't stop (or at least change the face of) progress in the future?

Response

Regarding ongoing needs to consider new transportation investments, please refer to **Standard Response 2.1**. The dynamic nature of Indiana's economy creates the need to consider transportation improvement beyond upgrades to existing highways.

The core goals for this project (Goals 1, 2 and 7) all relate to the need for improved accessibility throughout the Study Area as well as to locations outside the Study Area. While comments were received regarding traffic issues in Jasper and Huntingburg, the Preferred Alternative was not identified based on its ability to relieve congestion or improve local traffic operations here or elsewhere. Likewise, the Preferred Alternative was not identified based upon its ability to support economic development. Please refer to **Standard Response 2.6** for more information.

Regarding impacts to agricultural land, please refer to **Standard Response 3.24.1**. During Tier 2 studies, the final alignment and access features of the preferred alternative will consider effects upon agricultural operations and local access for farm equipment. Please refer to **Standard Response 3.24.2**.

Compensation will be provided to agricultural landowners whose property is acquired. Please refer to **Standard Response 3.5.1**. Compensation is not available to individuals or entities who rent farmland which is acquired from its owner.

Bookwalter, Mary

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Due to the destruction of fields, forests, farms and uprooting of families, this project is not worth its stated purpose of benefitting 5 or 6 wealthy truck industry owners in Jasper.

The MidStates Corridor Commission was formed without public input, issued a privately funded Environmental Impact Statement, and effectively obligates public funds to pay for a boondoggle project that exercises Eminent Domain over the peace and prosperity of the Dubois County Community and businesses as a whole.

It is hugely arrogant of a small group to exploit its self-interest over the values and property rights of its own neighbors and tell them it's good for them.

This project duplicates 50 miles of I69 and SR231.. The one is not yet complete and the other is having \$75 million in up upgrades to make it safer and or truck friendly. This is yet another waste of beautiful Hoosier countryside and a huge dent in the successful agribusinesses of the area.

Farmers' fields will be separated and costly time and diesel fuel lost driving equipment to over/under passes and back. Amish horse drawn gear may not make it back and forth in a day and definitely hard on the livestock. More time on public roads more risk for accidents to the divided up Amish community. Public safety affected by making it awkward to travel directly to the hospital.

School bus routes will be interrupted, and time traveling to and from schools increased. Buses on interstates tend to be crowd killers when accidents happen -and they will at higher speeds.

School districts will have higher fuel bills. due to longer driving times.

Further, it is too deceptive of the Commission not to state forthwith whether this route P will be a 2 or 4 lane highway.

This proposed route severely impacts the maternal roosting habitat of the federally endangered Indiana bat, soon to be listed Northern Long Eared Bat, as well as other State endangered species. Additionally this highway will cross the floodplain of the East Fork of the White River, which means mussel shoals and riparian habitat and migration corridors will be destroyed.

Thousands of acres of greenhouse gas removing forests will be destroyed in order to pave over for faster speeding trucks to burn more fuel and put up more greenhouse gasses ...

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The projects costs and environmental sacrifices far outweigh the monetary gains for the greatest number of the Hoosiers and US citizens who will foot the bill for 5 or 6 big boys who want their personal high speed truck route to inter modal Nirvana

Common sense dictates that the

NO BUILD ALTRNATIVE, UPGRADE SR231 AND BYPASS JASPER , HUNTINGBURG IS PREFERRED!

Manners dictates I should "Thank you for your consideration" but I so deeply offended by this project that I will not thank you for a damn thing and hope it dies in your lap.

PS Doesn't this route traverse the 3 Million acre Sentinel Landscape Program ? DOD , Dept of the Interior, Department of Agriculture and State of Indiana allll agreed to conserve this land for agroforestry, and discourage roads and developments ??? Ever heard of it? Apparently the Governor hasn't told you,

Response

Regarding the funding role of the Regional Development Authority (RDA) for this project, please refer to **Standard Response ES.1**. The RDA is a public agency which allows local governments to collaborate to fund and develop projects of regional importance.

Regarding forest impacts, please refer to **Standard Response 3.21.1**.

Regarding farmland impacts, please refer to **Standard Response 3.24.1**.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**.

Regarding the extensive public input process for this study, please refer to **Standard Response 7.2**.

Regarding the announced upgrades to US 231, please refer to **Standard Response 2.2**. These upgrades address local needs. They do not address the core goals of this project to improve regional accessibility.

Regarding impacts to agricultural operations, please refer to **Standard Response 3.24.2**.

Regarding impact to the Amish community, please refer to **Standard Response 3.8.1**. Considering these impacts is one reason that a final alignment near Loogootee will not be identified until Tier 2 studies. Please refer to **Standard Response 3.4.2** for details.

Access to major health care facilities such as hospitals is considered in FEIS **Section 3.3.5.5 – Major Health Care Facilities**.

Regarding consideration of impacts to school bus operations, please refer to **Standard Response 3.3.2**. Tier 2 studies will include extensive outreach to school corporations and public safety officials.

Regarding deferring the decision about a facility type for the project until Tier 2, please refer to **Standard Response 2.8**.

Regarding impacts to listed species, INDOT is engaged in formal consultation with the US Fish and Wildlife Service under Section 7 of the Endangered Species Act. Potential impacts to all listed species will be considered as part of this consultation. Please refer to **Standard Response 3.16.1** for details.

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Regarding consideration of the relationship of land cover and climate change, please refer to **Standard Response 3.9.1**. Regarding vehicle emissions of greenhouse gases, please refer to **Standard Response 3.9.2**.

Regarding the significant benefits provided by the project, please refer to **Standard Response 2.6**.

Regarding combining a bypass of Jasper and Huntingburg with upgrades to US 231, please refer to **Standard Response 2.17**.

Regarding the "Sentinel Landscape Program" see <https://sentinellandscapes.org/>. The following text is quoted from this website. It was accessed on January 3, 2023. The program engages private landowners regarding land management practices near military installations. Its focus on sustainable land management does not affect whether enrolled private land may be acquired for public purposes, such as transportation facilities.

"The Sentinel Landscapes Partnership is a coalition of federal agencies, state and local governments, and non-governmental organizations that works with private landowners to advance sustainable land management practices around military installations and ranges. Founded in 2013 by the U.S. Department of Defense, Department of Agriculture, and Department of the Interior, the partnership's mission is to strengthen military readiness, conserve natural resources, bolster agricultural and forestry economies, and increase climate change resilience."

Fellers, Andrew

2 – Alternatives Comment

"On page 7 of Appendix V in the DEIS, alternative P231 is introduced.

The DEIS states "The P231 variation did provide lower costs and impacts. However, its performance on core goals was much poorer than the Super-2 and expressway variations of Alternative P. It provided only 14 to 15 percent of the labor force access benefits of the Super-2 and expressway variations. It actually had negative benefits on the truck hour savings measure. See Table 5. The full comparison is provided in the following sections. Figure 2 shows the variations of Alternative P. Alignments labeled "P" represent the Super-2 and expressway variations, and those labeled "P231" are the P231 variation."

This analysis has many issues, as outlined below:

First, as a point of clarification, according to the map on page 7 of App V, P231 is identical to route P from Dale to the White River north of Haysville, with the caveat that only a Super-2 facility type was analyzed. Traveling north from the white river, P231 is an upgraded US-231 until it reaches Loogootee, where it travels west around Loogootee before re-merging with US-231 south of West Boggs Lake.

Secondly, page 8 states that the, "P231 variation performs poorly due to the absence of improved, higher-level facilities outside of Dubois County." This is inconsistent with the paragraph on page 7, which states "[P231 combines] a Super-2 facility type in Dubois County with upgrades of large portions of US 231 in Martin, Daviess and Greene counties." It appears that the methodology and output metrics for the P-231 analysis are inconsistent and flawed.

With respect to methodology, Page 8 states that none of the alternatives considered reflect the local improvements outlined in Section 3. Given that 75 million dollars has been allocated to improving the existing US-231, it would be financially prudent to re-do this analysis with the local improvements incorporated.

Taking the P-231 route into consideration, Table 3 states that bypassing Loogootee, Huntingburg, and Jasper would save only a single minute from Jasper to Indianapolis. This leads to the question of why should these cities be bypassed in any proposed route in the entire study.

Table 4 (in addition to having inconsistent header columns from the rest of the appendix) states that P231 would increase access to labor force (within 30-min travel time, PM peak) by only 1000 (as compared to P2E, which is 8900). Seeing as P231 is a super-2 that is identical to the proposed route P south of the White River, this seems to indicate that there is very little purpose in building bypasses around Jasper, Huntingburg, and Haysville. It also seems to suggest that a road running parallel to US-231, less than a mile away, would account for the other 7,900 people this metric attempts to track. This is nonsense and another example of poor methodology used to justify a pre-determined goal.

Table 5 takes this shoddy analysis a step farther, and states that P231 would actually NEGATIVELY impact VHT by a metric of 7,800. It is illogical, regardless of which transportation model was used, that an upgrade to US-231 with bypasses around Loogootee, Jasper, and Huntingburg would negatively

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impact VHT when compared to a no-build option. This analysis is a huge red flag to the entire methodology of the local improvement analysis.

In summary, it appears that P231 is simply only mentioned in an attempt to dismiss local improvements as opposed to a new-terrain build. The analysis in the DEIS for removing P231 from consideration is illogical and casts suspicion on the entire analysis. IN-37 was re-purposed for I-69. There is no logical reason that US-231 cannot be upgraded to meet the goals of this project.

Stop wasting taxpayer money. Upgrade US-231 with the already allocated \$75 million. Do not build a new terrain road and destroy our state.

Response

Some points of clarification in characterizing the P₂₃₁ variation. It is an upgrade of portions of US 231 in Martin and Daviess counties, combined with the **Alternative P** alignment in Dubois County. This is stated on **p. 7**, "It combined a Super-2 facility type in Dubois County with upgrades of large portions of US 231 in Martin, Daviess and Greene counties." Your comment pointed out that **Figure 2** on **p. 7** should be clarified. **Figure 2** has been modified in the FEIS to show that the P₂₃₁ variation coincides with **Alternative P** in Dubois County. In addition, **Figure 2** in the DEIS incorrectly shows it bypassing Loogootee to the west. This also has been corrected on **Figure 2** in the FEIS. The portion of US 231 through Loogootee would not be one of the portions of US 231 which is upgraded.

Regarding the comment about inconsistencies between **p. 7** and **p. 8**, the following sentence on **p. 8** explains the statement about the absence of improved, higher-level facilities outside of Dubois County. "The upgrades to US 231 for the P231 variation in Martin and Daviess counties offer on a very small increase in accessibility and decrease in travel time, compared to higher-level new terrain alignments for the Super-2 and Expressway variations." The text in the FEIS has been clarified on **p. 7** to state that P₂₃₁ does not include any new-terrain facilities in Martin and Daviess counties.

Regarding the local improvements announced for US 231, until approved by FHWA in this Tier 1 FEIS and ROD, these are not part of any INDOT approved plan or program. These cannot be considered as "committed" projects until this occurs.

Table 3 shows that the travel time savings for **Alternative P** is one to four minutes greater than for the P₂₃₁ variation. This is one of 11 performance measures on one of three core goals. The performance comparison considered all performance measures for all core goals. This comparison is provided in **Table 3**, **Table 4** and **Table 5**. It shows that the performance of Alternative P₂₃₁ is significantly poorer than either facility type of **Alternative P**.

Column headers labeling alternative performance measures have been made consistent in **Table 3** through **Table 6** in the FEIS.

Your observations about the differences in labor force access between P₂₃₁ and **Alternative P** as a Super-2 are correct. The significant difference between the performance of these two variations is due to the Super-2 being on a new alignment in Martin and Daviess counties. This new alignment offers significant performance benefits compared to the P₂₃₁ variation, which is an upgrade of only portions of existing US 231. **Table 4** shows that **Alternative P** provides an increased labor force access of 10,600, compared to

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1,600 for **P₂₃₁**. **Table 5** shows that **Alternative P** provides an annual truck hour savings of 7,900, compared to an annual truck hour increase of 7,800 for **P₂₃₁**.

The observation that the **P₂₃₁** variation results in an increase in truck hours of travel is correct. This reflects how freight truck operators make routing and travel decisions. Operators prefer to use a higher-level facility on which travel times are more consistent, even if that results in a small increase in travel time. These decision-making practices are incorporated in the Mid-States Regional Travel Demand Model. **Alternative P** and **P₂₃₁** have identical alignments in Dubois County. Their differences in travel time performance are due to their different alignments in Martin and Daviess counties.

The comparison to upgrading SR 37 to serve as part of I-69 is not a comparable circumstance. SR 37 between Bloomington and Indianapolis already was a multi-lane divided highway with a high degree of access control. US 231 is a two-lane highway with extensive local road access, as well as access from many private drives.

Regarding the inability of the announced US 231 upgrades to satisfy the project core goals, please refer to **Standard Response 2.2**.

Hoffman, Ryan Michael

2 – Alternatives

3.5 – Relocation Impacts

3.17 – Floodplain Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impacts

Comment

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 Dept of Ag 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?

Response

Regarding agricultural impacts, please refer to **Standard Response 3.24.1**. FEIS **Table 3.24-1** shows estimated impacts to agricultural land for all alternatives.

Owners of agricultural land will be compensated for land acquired for the Mid-States Corridor. Please refer to **Standard Response 3.5.1** for specifics. This compensation includes costs for establishing agricultural business operations in a new location.

INDOT cannot comment on the types of damages which may be compensated by crop insurance, since it would require understanding the specifics of individual crop insurance contracts. It also cannot comment on programs which the US Department of Agriculture may determine to implement.

Regarding drainage issues, please refer to **Standard Response 3.19.1**. During Tier 2 studies, INDOT will confer with landowners regarding potential drainage issues.

Regarding groundwater impacts, please refer to **Standard Response 3.20.1**.

Hoffman, Brie Elizabeth

1 – Purpose and Need

Comment

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.

Response

The Purpose and Need addresses needs within the entire 12-county Study Area. Martin County is one of these 12 counties.

Travel needs within Martin County are receiving consideration in the Tier 1 FEIS and ROD. As a result of significant comments from local officials and stakeholders, the final alignment in the vicinity of Loogootee will not be identified until Tier 2 studies. Several potential alignments will be considered at that time. Please refer to **Standard Response 3.4.2** for more information.

Hoffman, Bryce Luther

1 – Purpose and Need

5 – Comparison of Alternatives

Comment

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.

Response

The DEIS was reviewed and approved by the Indiana Department of Transportation and the Federal Highway Administration. Their oversight ensured a fair and impartial analysis and decision making for this project. Alternative P was selected as the preferred alternative based on evaluation of performance on purpose and need, costs and impacts, as presented in **Chapter 5**. Please also refer to **Chapter 8 – List of Preparers**, which provides the credentials for those who prepared and reviewed the DEIS.

Three alternatives adequately satisfied the goals in the Purpose and Need. These were **Alternative M**, **Alternative O** and **Alternative P**. Of these three, **Alternative P** had the highest performance, lowest cost and lowest impacts, especially to key resources. See FEIS **Section 5.2 – Identification of the Preferred Alternative**.

Regarding safety, **Alternative P** produces the largest decrease in forecasted crashes of all alternatives. See **Standard Response 2.4**.

Bachant-Bell, Danielle

3.4 – Economic Impacts

3.13 – Cultural Resource Impacts

Comment

"Indiana Landmarks' Southwest Field Office submits the following comments regarding the proposed route of the Mid-States Corridor Project Draft Environmental Impact Statement.

Impacts to the rural environment and landscapes can not be overlooked. Because of the nature of typically only using Indiana Historic Sites and Structures data and National Register listings or eligibility criteria in identifying historic resources, numerous historic resources have been found to be undocumented and afforded little if any protection. Few barns, farms, and rural landscapes are included in the DEIS and even communities such as Farlen and Bramble are excluded as entities in and of themselves. So the impacts to these resources and areas aren't clear.

The negative impact of a four-lane highway that bi-passes small communities and towns and slices through rural farmland is a harsh lesson already experienced with the previously built section of Highway 231 south of Huntingburg. Barns and farms were not documented and were forever lost and communities such as Chrisney have declined substantially with the loss of traffic. Repetition of these negative impacts should not be repeated. Smaller communities, businesses, and land owners should not bear the burden of loss at the expense of larger cities and corporations pushing for this project. There must be as much mitigation as possible if the Mid-States Corridor is constructed.

In order to produce a more comprehensive documentation of historic resources in advance of road construction, the Indiana Landmarks Southwest Field Office requests consideration of the following:

- 1) Utilize additional resources in documenting heritage barns and farms such as the Bicentennial Barns website, the list of Hoosier Homesteads, County Extension offices, and Soil and Water District offices.
- 2) Document all heritage barns, farms, and small/un-incorporated communities within the area of adverse affect in advance of construction start and make that data available to other entities.

If the Mid-States Corridor is constructed, we would like to discuss mitigation that helps lessen the negative impact to the small towns and communities, rural landscapes, and historic resources."

Response

To assess potentially eligible cultural resources for this Tier 1 study, the Indiana Historic Sites and Structures Inventory (IHSSI) was consulted. In addition, a qualified professional historian conducted windshield surveys along the working alignments and local improvements associated with each corridor. Within the **Alternative P** preliminary Area of Potential Effects (APE) twenty-three (23) potentially-eligible resources were identified in addition to two resources listed in the National Register of Historic Places (NRHP). See FEIS **Appendix O – Historic Properties Analysis**, for a listing of these resources.

These surveys assessed the potential eligibility of individual structures as well as districts. All of these resources are located in rural settings. This comment points out that there may be other resources of interest in the project area. However, such resources are not considered in analyses under Section 106

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of the National Historic Preservation Act (NHPA) unless they are listed or eligible for listing on the NRHP. A determination about NRHP eligibility will be made during Tier 2 studies.

The studies which have been undertaken are suitable for making a decision about a corridor at a Tier 1 level. See FEIS Section 3.13.2.1, where the Indiana State Historic Preservation Officer (SHPO) concurred that the methodology used in these Tier 1 studies is appropriate. This section of the FEIS also describes the standard Section 106 review process which will occur in Tier 2 studies. This process is described in the Section 106 Tier 1 Programmatic Agreement in FEIS **Appendix P – Section 106 Documentation**. Individuals and groups can participate as Consulting Parties during these Tier 2 review processes.

Please also refer to **Standard Response 3.13.1** regarding potential cultural resource impacts of **Alternative P**.

Regarding the effects of the new US 231 alignment on development in Spencer County, please refer to **Standard Response 2.11**. It describes how new multi-lane facilities such as I-64 and US 231 have supported population growth. While Chrisney is a smaller community which has had a population of 500 or less for over a century, the construction of the four-lane I-64 and US 231 supported a 22 percent increase in population between 1960 and 2020. By comparison, Chrisney's population declined by 26 percent between 1900 and 1960.

We welcome Indiana Landmarks' continuing role as a Section 106 Consulting Party through Tier 2 studies.

Yeager, Kent

3.13 – Cultural Resource Impacts

Comment

On behalf of the Indiana Barn Foundation, as chair of the organization, I am expressing concern regarding the negative impact to heritage barns, farms and rural landscapes along the proposed route of the Mid-States Corridor project.

As currently documented within the Draft Environmental Impact Statement, few barns are included as either eligible or even not eligible for the National Register of Historic Places. In most instances barns aren't documented at all. And while we realize the constraints imposed in having to use the National Register criteria when conducting Section 106 work, the facts remain that few barns are ever considered eligible for National Register listing on their own. Thus, many are overlooked and lost because they are not viewed as a valuable historic resource.

However, heritage barns (those typically built prior to the 1950s) are a fast disappearing and finite resource utilizing materials and building techniques that are also a finite and vanishing. In this regard, heritage barns are not unlike log homes, one-room schools, and other similar historic resources.

Because heritage barns have not typically been systematically included in historic resource surveys, Indiana does not have a reliable means of knowing what barns may be impacted by the proposed road. So we request that additional sources be examined prior to conclusion of the study period such as the Bicentennial Barns website and the list of Hoosier Homesteads, one of which is visible from Hwy. 231 near Farlen. County Extension offices and Soil and Water District offices also have staff familiar with historic farms and barns that would not appear on any list.

The Indiana Barn Foundation also requests the following mitigation as part of the Mid-States Corridor Project:

- 1) Prior to the start of construction of the road project, all heritage barns within the area of adverse affect are documented with both written and photograph documentation and entered onto the Indiana Barn Foundation's barn surveying database.
- 2) All State or National Register-eligible barns and farms within the area of adverse affect are nominated to the registers.

Response

Many comments offered were very similar to those offered in **Comment 0815**. Please refer to the response to that comment.

In addition, the following information is offered.

As noted in the response to **Comment 0815**, resources throughout rural areas were identified as potentially eligible in the Study Area. The Area of Potential Effects (APE) for each alternative was evaluated for the presence of districts as well as structures which are listed or eligible for listing on the National Register of Historic Places (NRHP). All structures greater than 50 years old, including barns, are evaluated for their listing or eligibility.

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Please also refer to **Standard Response 3.13.1** regarding impacts to cultural resources.

In Tier 2 studies, the evaluation of cultural resource impacts will identify structures within the APE for the selected alternative. All such structures, including barns, will be documented, and their status determined.

Cultural resource data identified in Tier 2 studies will be publicly available for the Indiana Barn Foundation to include in its database.

A Tier 1 Section 106 Programmatic Agreement (PA) has been approved as part of the Tier 1 Section 106 process. See **Appendix P** of FEIS. This PA governs the Section 106 process during Tier 2 studies. If any historic properties are adversely affected in Tier 2 studies, mitigation measures will be determined through the Tier 2 Section 106 process.

We welcome the Indiana Barn Foundation's continuing its role as a Section 106 Consulting Party through Tier 2 studies.

No Name – VET Environmental Engineering

2 – Alternatives

3.16 – Threatened and Endangered Species

5 – Comparison of Alternatives

Comment

VET Environmental Engineering, LLC (VET) was retained by French Lick Parkway Coalition (FLPC) to conduct a Desktop Reconnaissance for Route O of the proposed Mid-States Corridor. VET's report on behalf of the FLPC, dated August 20, 2020, identified potential environmental impacts along Route O from readily ascertainable public records. The Indiana Department of Transportation (INDOT) issued a Draft Environmental Impact Statement (DEIS) that was published in the Federal Register on April 15, 2022. This letter constitutes VET's formal comment on the DEIS on behalf of the FLPC.

According to the DEIS, Routes M, O, and P addressed the Purpose and Need of the project. Alternative Route P was chosen as the preferred route. VET reviewed the DEIS to determine the criteria used to eliminate Route O. Upon review of the DEIS, it appears that Route O was more favorable than Route P in the categories of travel time savings to key destinations, labor force access, cost per total miles, agricultural land impacts and loss of agricultural income, managed land impacts, special land impacts, floodplain impacts, and potential noise impacts. The DEIS also indicates comparable impacts to potential relocations, cultural resources, streams and rivers, and potential wetlands. VET understands that the primary reason that Route O was not selected is the potential presence of hibernacula areas for the protected Indiana Bat that would be impacted. The potential impacts to forest, core forest, and karst features also contributed to the potential loss of Indiana Bat habitat, and the overall ranking of Route O.

VET's Desktop Reconnaissance and associated report, dated August 20, 2020, analyzed potential environmental impacts for each of Sections A through G of Route O. VET's analysis included three alternatives for Route O passing through Section D. Alternative bypasses were examined for Route P in the DEIS, but the Section D alternatives for Route O did not appear in the DEIS. VET requests that INDOT examine the alternatives for Section D for Route O, as presented in VET's August 20, 2020 report.

INDOT's endangered and threatened species analysis identified potential impacts to federally-listed and state-listed species for all of the proposed Routes. Although none of the proposed Routes pass through critical habitat for the Indiana bat, Route O was eliminated largely due to the presence of Priority 3 and 4 caves in the vicinity of the working alignment of Route O. VET did not have readily available data to conduct protected species analysis to the extent of INDOT's analysis, which included meetings, tours, and letter exchanges with the United States Fish and Wildlife Service (USFWS). VET respectfully requests the opportunity to review the quantitative data utilized to assess potential endangered species impacts of Routes O and P.

Based on the identified environmental impacts, VET requests INDOT review the alternative Section D alternatives for Route O, as presented in VET's August 20, 2020 report, and provide the quantitative data utilized to rank Routes O and P in the endangered and threatened species category. If you have any questions or concerns regarding this request, please contact VET at (812) 822-0400.

Response

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The ability of each alternative to satisfy the project's purpose was assessed by evaluating their performance on four core goal performance measures. **Table 5-2** in the FEIS compares the performance of each alternative. As noted in the comment, **Alternative O** has the highest performance of all alternatives on one core goal performance measure, Labor Force Access. However, **Alternative P** has higher performance than **Alternative O** on the other three core goal performance measures. **Alternative P** has the highest overall core goal performance of all alternatives. Regarding the substantial benefits provided by **Alternative P**, please refer to **Standard Response 2.6**.

Alternative O is more costly than **Alternative P**. In the DEIS, its costs were approximately \$270 million to \$340 million higher, depending upon the facility type.

Alternative O has more impacts to key natural resources. These include forests, karst, streams and wetlands. See FEIS **Section 5.1.4**. This section also cites the April 15, 2020, comment letter from the U.S. Army Corps of Engineers stating that it did not believe that **Alternative O** could satisfy the regulatory requirements to receive a permit under the requirements of the Clean Water Act. Without such a permit, an alternative could not be constructed.

Regarding impacts to listed species, please refer to **Standard Response 3.16.1**. INDOT has entered into formal consultation with the U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Endangered Species Act. This consultation will result in a Biological Opinion (BO) assessing the impacts of the project on all threatened and endangered species. The data for listed species analyzed in this FEIS were obtained under confidentiality arrangements with the U.S. Fish and Wildlife Service and Indiana Department of Natural Resources, which are the sources of these data. INDOT is unable to disclose this information to any third parties.

Corridor locations for each alternative were determined by a robust process of public and agency input. See **Table 6-1** in the **Preliminary Alternatives Appendix** within **Appendix D – Screening of Alternatives**. Input from agencies and the public was used to identify 18 potential preliminary alternatives described there. **Appendix D** documents how further analysis reduced the number of alternatives to the five considered in the DEIS. The high cost and high impacts of **Alternative O** would not be materially affected by considering slight modifications to its alignment. Likewise such modifications would not materially change its performance on project goals, which assess how alternatives address regional accessibility needs.

Sermersheim, Bill and Karen

2 - Alternatives

3.7 – Traffic Impacts

Comment

1) We were surprised to see that our approx. total 6200 sq. ft. custom-built ranch home, 54 x 80 commercial building and our entire 2 acre lot are on the very right side red-line-edge of the Alternate P, 2000 ft. Corridor Study. It was certainly not good news!

I am 65 yrs. old now & still working for a while yet, but our goal to sell our home happened to almost occur precisely at the same time Alternate P was announced. A very good prospect fell through to sell our home out-right, mainly because of this Alternate P announcement. We also had our entire property recently appraised. All of this is of great concern, as it was our retirement plans for our age 65 + time frame, NOT when we hit 68, 70, 75 or above.

2) Years ago, after the 2004 Earth Tech study corrected mapping errors in our immediate area, an overpass was planned over both the railroad tracks and Kellerville Rd, as they are in very close proximity to one another. None of our property at Country View Estates 3rd Addition, Lot 4 or our immediate neighbors were to be touched! The terrain has not changed through these 18 years, so we are hoping that Lochmueller Group is not overzealous and realize the very large field south and west of us will again be sufficient for the entire roadway.

PLEASE NOTE: Septic systems are in the front yards closest to County Road 300 N, for our Lots 4, 5, 6 & 7 as we were told by the County Health Dept. to place them there because fragipan problems at other locations in our yards. Also note that our geothermal loop system is also located in our front yard.

3) So, is an overpass or any at-grade level based connection being considered for Kellerville Road? When I say overpass, I mean over both the railroad tracks that are in close proximity to Kellerville Rd., as well as over the existing Kellerville Rd.

4) Regarding this Tier 1 Study, where have the connections been "discussed" to possibly happen? And has altering any county roads in our immediate area been discussed?

5) Please do NOT involve any of our property at 3040 N. Kellerville Road in the Tier 2 Study! It is not necessary when there is abundant land close by, as they had determined in 2004.

Response

Response

The final alignment for the Mid-States Corridor will be determined in Tier 2 studies. See **Standard Response 2.14** which states that the actual highway alignment will be 350 to 600 feet wide within a corridor which generally is 2,000 feet in width. Thank you for the information about your septic and geothermal installations.

All access decisions will be made during Tier 2 studies and are not being made as part of this Tier 1 EIS. These decisions include the location and type of access. See **Standard Response 3.7.1** for details.

Mid-States Tier 1 DEIS Comment

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Regarding previous studies, please refer to **Standard Response 1.2**. Environmental and engineering analyses from prior studies have been incorporated as appropriate into this Tier 1 EIS.

Drake, David

3.13 – Cultural Resource Impacts

Comment

This Mid-States preferred alternative corridor passes through historic “Buffalo Trace” near Haysville, Indiana. It is an east West route of early travels between the falls the Ohio River near Clarksville, Indiana to Vincennes Indiana. This was the main travel route across Indiana during the territorial times and is well documented by the original surveyors in their notes from 1805. Much of this original trace between these surveyor calls has been lost to history via farming, logging and other modern development. It can be found near Haysville in a few spots, which further assists in documenting the route. It was originally documented by the research of George Wilson CE for 1936 Commission report to then Governor McNutt. This report is of public record and is located in the Indiana archives.

In 2014/2015, I was one of the lead volunteer research persons organized by US Forests Service at Bedford Indiana. The USFS led the project and provided certain resources to the volunteers. I have attached documentation for Dubois County, separately for your purposes of locating any trace remnants west of Haysville. I have attached as well a separate map jpeg of Map 6r2 specific to your corridor route.

I request that any construction work be preceded by a sub-surface archaeological investigation of the area to uncover any remaining artifacts documenting the true Buffalo Trace route through the area. I personally have researched the old Trace and other historical areas for the last 10 years and have documented most all of the remaining segments in Indiana between Blue River and Vincennes.

Feel free to contact me directly regarding any questions we have regarding this historic early road. Any road construction across the trace would destroy any remaining artifacts which could firmly document its exact location.

I am submitting this as a private citizen.

Response

Thank you for the information about your research. This information will be provided to the staff who will conduct cultural resource studies in Tier 2 studies for this portion of the Mid-States Corridor project.

A Programmatic Agreement (PA) governing archaeological studies during Tier 2 is included as part of this FEIS. See **Appendix P**. Section V, Part B of this PA. It states that during the Tier 2 NEPA studies, archaeological investigations will follow Indiana Code (IC) 14-21-1, 312IAC 21, 312 IAC 22, and the ***Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites***. These describe the evaluation of archaeological sites and data recovery efforts, including curation of recovered resources. During Tier 2 studies, a Phase 1a archaeological field reconnaissance will be conducted along the entire route of preferred alternative P, including the area near Haysville, to discover any surface and sub surface material culture.

You have been added as a consulting party for Section 106 consultation for the Mid-States Corridor Project. We look forward to your participation.

Note – other information referenced in comment retained in project team files. It is not disclosed here for reasons of confidentiality.

Wickman, Dennis

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.8 – Title VI/EJ Impacts

3.17 – Floodplain Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.22 – Mineral Resource Impacts

3.24 – Agricultural Impacts

Comment

This document addresses some of the concerns and comments I want to share relative to the proposed Mid-States Corridor. I am totally against the new build proposal. The Corridor has been misrepresented as beneficial to the twelve (12) counties named: Spencer, Daviess, Dubois, Martin, Greene, Orange, Crawford, Perry, Warrick, Pike, Lawrence and Monroe. In reality, the primary focus is on the benefit to Jasper and Huntingburg in Dubois county, and to a lesser degree, Loogootee in Martin county. Most of the counties will not see any benefit as proposed.

The traffic congestion that occurs on Hwy 231 in Jasper, Huntingburg, and Loogootee is the result of traffic flow and traffic management issues before, during, or after work hours. For the most part, these issues will continue due to the need for workers, truckers, and suppliers to commute to work, and the businesses to be serviced. The State of Indiana announced a \$75 million dollar investment in June of 2021 targeting Hwy 231 in Dubois and Martin counties.

From the news release: According to the state, the improvements will significantly reduce congestion in the Jasper and Huntingburg areas and improve safety and mobility throughout the corridor from /-64 near Dale to /-69 near Crane and will include added travel lanes, passing lanes and intersection improvements at strategic locations.

No money should be spent regarding the Mid States Corridor until the improvements to Hwy 231 have been made. With reference to the traffic management issues, it should be noted that I69 was created utilizing existing Hwy 37 THROUGH Bloomington, Martinsville, north to Indianapolis. Also Hwy 37 THROUGH Fishers and Noblesville is being upgraded to eliminate the same issues encountered on Hwy 231. No-build with improvements is a viable option.

The American Trucking Associations 2021 Executive Summary Report on truck driver shortages estimates a current shortage of over 80,000 drivers, with projected driver shortages increasing to surpass 160,000 drivers by 2030. The trucking industry recognizes the crisis they face and efforts to alleviate the problems are being analyzed. Truck driving is a difficult occupation with serious lifestyle impacts. Freight transportation will be altered to meet the demands. Highway long haul may be diminished by other forms of freight transportation. The Mid States Corridor (MSC) is focused on truck transportation which may quickly become outdated.

Mid-States Tier 1 DEIS Comment

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The farming community provides a great deal of economic benefit to this region. Future pressure will be placed on farming as corporations, their shareholders, and stake holders demand more focus on the effects of climate change and carbon neutral manufacturing. Corporations will look to farming for offsets in their carbon emission footprint. This is already happening as more and more in industry pledge to be carbon neutral, not only for themselves, but their supply chain also. Farmland pressure will increase as space is needed for solar or wind farms.

Huntsville, AL was named 'The Best Place to Live in the US' in May, 2022 according to U.S. News and World Report's annual Best Places to live in 2022-2023. From the article:

<https://www.foxbusiness.com/lifestyle/best-places-live-in-us-2022-2023> "Much of the shakeup we see at the top of this year's ranking is a result of changing preferences," said Devon Thorsby, real estate editor at U.S. News. "People moving across the country today are putting more emphasis on affordability and quality of life than on the job market, which in many ways takes a back seat as remote work options have become more standard."

'The analysis determined that Huntsville's high score for housing affordability and quality of life pushed it to the front, despite coming in at the lower end of the field for desirability. Part of what drove the city's top ranking was its high index score for air quality, which U.S. News added as a factor for the first time this year.'

The area which will be impacted by the MSC currently offers a high quality of life and is quite affordable. The school systems are excellent, outdoor recreation opportunities are abundant, and the area is mostly crime-free. The MSC would drastically disrupt and ruin much of what is so appealing to this area.

The DEIS talks about workforce access improvement as a benefit. Given the low unemployment rates of all surrounding areas, it is highly suspect that the MSC would play a great part in getting substantial numbers of additional labor in. Workers no longer need to travel great distances to find jobs when opportunities abound in nearly all communities. With the high cost of fuel, more and more will be reluctant to commute unless the wages/benefits are outstanding. It seems that every business is currently looking for employees and this highway can't be justified on the hope workers will travel to Dubois County for a factory job. Manufacturers are adjusting to labor shortages with the implementation of automation, robotics, and artificial intelligence.

I have taken the opportunity to quote several areas from the DEIS and comment specifically on them in the following pages. Overall, I don't think this project can be rationalized and it needs to be dropped. The travel time that is saved with the MSC is only a few minutes at best in some, but not all cases. All the highways within the study region should receive improvements. Hwy 231 through Jasper, Huntingburg, and Loogootee should be evaluated to modify and improve traffic flow patterns. The amount of traffic lights on Hwy 231 is ridiculous. All of this takes effort, but the result could be a positive change for the communities instead of the divisive MSC.

According to the Mid-States Corridor website,

"The purpose and need for the Mid-States Corridor project is to provide an improved transportation link between the US 231/Natcher Bridge and 1-69 which accomplishes two primary purposes:

- Improve business and personal regional connectivity in Dubois County and Southern Indiana.
- Improve highway connections to existing multimodal locations from Southern Indiana.

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Secondary purposes include crash reduction, localized congestion relief and supporting economic development."

The original purpose and scope of the Mid-States Corridor appears to have been modified to those released as part of the DEIS. The major focus in the DEIS and proposed alternate P center on impacts to Dubois county whereas the original focus was ALL of southern Indiana. In fact, twelve (12) counties were part of the proposal. Obviously, a single highway will not provide regional connectivity to such a large area. The area contains numerous state/national highways, all of which have areas and sections in dire need of maintenance. To add another new highway does not meet the purpose and need as expressed in this study.

From the DEIS:

"3.24.3.5 Alternative P Alternative P has the second highest potential for impacts to row crop agricultural lands. It impacts the highest percentages of prime farmland soils, 38-40 percent. Pastureland/hay impacts are greater than Alternatives Band C, but less than M and O. This alternative has the widest range of lost agricultural income at \$977,000-\$1,426,000. This wider range is due to bypass variations at Loogootee. The western bypass impacts more farmland than the eastern bypass."

[SEE TABLE 1: CUMULATIVE IMPACTS BY ALTERNATIVE from APP Q-DIRECT AND INDIRECT ANALYSIS]

The proposed route permanently destroys up to nearly 3000 acres of productive farmland. Along with the farmland loss, over 1000 acres of forestland will permanently be destroyed. The route will not only destroy the forestlands but will result in fragmentation of remaining areas. This highway will destroy and have negative impacts on several hundreds of acres of needed floodplain as well as over 40 miles of streams that are potentially impacted. Additionally, all the land impacted WILL be lost to potential development and extraction of resources such as sand, gravel, clay, possibly gas, oil, and gypsum. These extreme negative impacts do not 'improve business' nor 'support economic development'. The highway is meant to be a positive addition to communities involved. Yet the extreme negative impacts to the existing farming community showcases the fact that manufacturing businesses are far more important to this decision than farm businesses and existing small businesses. These farms have been in production far longer than most of the manufacturers. These farms add to the ambiance of the rural community by providing a structured and generally crime-free area. These are intangibles that make a community attractive to outsiders. With the transition of many workers to remote work, or a hybrid work model, rural living demand will continue to increase. The loss of cohesive neighborhoods will have long term negative effects on the rural communities.

From the DEIS:

"3.3.3.1 Neighborhood and Community Cohesion A new roadway facility will have both negative and positive impacts to the nearby communities. A new highway facility would result in altered travel patterns, increase travel times in some instances and improve travel times in others. The new facility will restrict access between some communities. Changes to accessibility across the new facility may result in a number of social impacts by disrupting community and neighborhood cohesion."

The previous quoted social impacts state altered travel times, both greater and lesser, will affect nearby communities. It WILL restrict access in some communities and WILL be disruptive to community and neighborhood cohesion. Given that most of the affected area is rural and predominately farmland, these

types of consequences are magnified. Farmers and Amish are traveling and moving equipment on roads constantly throughout the seasons. Restricting that travel, or creating greater travel time for large, slow moving equipment or horse drawn buggies does not make sense. Most of the communities are close knit. Dividing the structure of communities and families to save a few minutes travel time goes against human nature, common sense, and is unnecessary. Additionally, negative impacts will be commonplace as school bus routes will be severely altered, along with access to existing workplaces, businesses, healthcare facilities, churches, fire departments, police protection, and all other services. Some communities will be isolated as a result. None of these impacts can be construed as meeting 'improved regional connectivity.'

From the DEIS:

3.5 RELOCATION IMPACTS-"No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available and within the financial means of that person. INDOT will take required actions to ensure fair and equitable treatment of persons displaced as a result of this project up to and including providing replacement housing of last resort as defined in 49 CFR 24.404. Relocation resources and advisory services will be available to relocated residential and business entities without discrimination. Consideration of unique relocation circumstances must be accounted for within analyses performed ."

"3.5.3.5 Alternative P Alternative P's direct impacts include between 109 to 149 total relocations. These include 77 to 100 residential relocations, three to six institutions, 23 to 34 agricultural structures and six to nine businesses. Loss of access could impact an additional 15 to 19 agricultural structures, one to two business, zero to onre institutions and 13 to 29 residences. The highest number of possible relocations due to access loss would be along the Super-2 variations."

This statement would lead the reader to believe that families and businesses would NOT be forced out of their homes, off their properties, or out of their businesses unless comparable housing and facilities are available to them. Everyone knows the housing market is very tight, prices appreciated, and minimal offerings. This means many/most of the displaced won't have the option to replace what is being taken without incurring additional debt, or will be forced to accept a lesser property, or be forced to move from the area. In the case of farmers, the land taken can not be replaced. Very little farm ground is available in this area. Contiguous acres and farms will be fragmented and in many cases rendered economically inaccessible. It is inevitable that many current workers and owners within the farming community, and those who work for the other affected businesses will lose their jobs and livelihoods. What is the compensation to them for that which is being taken from them forever? These are 'real' jobs that are producing paychecks and not some 'projected' job that may or may not materialize.

The assumption can be made from the stated purpose and need for the proposed Corridor that it will connect to existing locations involving train or rail, aircraft, or marine locations in which freight will be transferred. The (6) cited multimodal locations in the DEIS are nonexistent along the route, and with the exception of the Tell City River Port, the other (5) multimodal locations lie outside of the immediate area and are currently accessible by and utilized by other existing highways. The area involved in the study includes Spencer, Dubois, Perry, Warrick, Pike, Daviess, Crawford, Orange, Martin, Lawrence, Greene and Monroe counties. The preferred Alternate P does nothing to benefit most of the counties in the original study area, but is primarily focused on Dubois county, and Martin and Daviess to a lesser extent.

Mid-States Tier 1 DEIS Comment

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From the DEIS:

App EE - Econ Impacts DATA

Annual property tax revenue LOSS for affected counties (2020 Est) totals \$177,000 - \$247,000. These funds will need to be made up forever as the generating tax base will have been replaced by a roadway. If not replaced, resident taxes will increase. Another negative impact.

TABLE 1: YEAR 2045 AVERAGE DAILY USER COSTS BY VEHICLE-MILESTRAVELED shows estimated annual cost of auto and truck miles on No-Build option LESS than the preferred P option (In millions). No Build is \$2408 compared to the P option \$2414 Or \$2416) Mileage travelled also increases with the P option. The No-Build option indicates combined auto and truck mileage travelled at 13,015,000 miles compared to 13,051,000 to 13,059,000 miles for the preferred option P. This shows the No-Build option SAVES both miles travelled and mileage expenses. Another negative impact for the P option.

TABLE 4: YEAR 2045 CRASH RATES shows crash shows the crash rate of autos and trucks per 100,000,000 (100 million) vehicle miles travelled on No-Build option compared to preferred option P. For vehicles, the rate is 477.4 compared to 472.7 for P option. For trucks, the rate is 179.3 compared to 177.5 for the P option. This represents about a 1% reduction in combined accidents with option P. These numbers being projected (23) years in the future, one could argue that 1% is easily within the margin of error.

Since one of the core purposes [which has now been relegated to 'secondary purpose] is crash reduction, we can deduce that this option P does not meet these criteria.

TABLE 8: MID-STATESCORRIDOR TOTAL COST ESTIMATES shows the estimated BUILD cost of option P to be \$1016 Million (\$18.8 Million per mile) for Expressway build. It shows that BUILD cost to be \$735 Million (\$13.6 Million per mile) for Super-2 build. Given the historical experience of highway construction costs of large-scale projects such as this, it is fair to say the costs will exceed the estimates considerably. With current inflation rates, labor shortages, raw material and supply shortages, common sense tells us the estimates will probably be nearly double the estimate by the time this project comes to fruition.

Response

As noted in several responses, several comments about a specific topic are provided in multiple places in this comment. The order of responses below corresponds to their first mention in the comment.

Comments about the performance of the Preferred Alternative, and its benefits to the entire Study Area, are provided in multiple places in this comment. Regarding the benefits accruing to the 12-county Study Area, please refer to **Standard Response 2.6**. Benefits include improvements in access, freight operations, safety and economic development which benefit all portions of the Study Area. Performance measures are for all 12 counties. This regional focus has been consistent throughout the development of the project's purpose and need.

Comments regarding local traffic issues are provided in multiple places in this comment. Regarding congestion relief and traffic management, please refer to **Standard Response 1.1**. Congestion relief is not a core goal for this project. The selection of a preferred alternative did not consider congestion relief.

Mid-States Tier 1 DEIS Comment

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Regarding the announced improvements to US 231, please refer to **Standard Response 2.2**. These improvements are focused on safety and congestion relief, neither of which are core goals for the project. The evaluation in **Appendix V** of the FEIS shows that these improvements are not able to address the project's core goals, which address regional accessibility.

Comments supporting the No-Build alternative are provided in multiple places in this document. Regarding the No-Build alternative, please refer to **Standard Response 2.1**. Regarding the suggestion that an upgrade of US 231 to serve as the preferred alternative, please refer to **Standard Response 2.3**. In response to comments on the DEIS, an upgrade of US 231 between I-64 and I-69 was evaluated as **Alternative R**. Its benefits were small, it would have a high number of relocations and have a cost comparable to the lower-range costs of **Alternative P**. Regarding the suggestion that the upgrade of SR 37 as part of I-69 illustrates the feasibility of upgrading existing highways for this project, SR 37 was more suitable to be upgraded because it already was a four-lane, divided highway. Portions of it already had significant access control.

Regarding shortages of truck drivers, please refer to the annual savings in vehicle hours traveled for trucks by **Alternative P**. See FEIS **Table 2-8**. Regarding the economic benefits of the agriculture industry to the region, these benefits are evaluated in the analyses of the performance measures for secondary Goal 5 – Increase Levels of Business Activity within Southern Indiana and secondary Goal 6 – Increase Personal Economic Well-Being in Southern Indiana. These goals' measures of employment, business revenues and personal income include the agricultural sector.

Regarding consideration of the carbon footprint of agricultural operations, please refer to **Standard Response 3.9.1**.

Some of the points in this comment, such as living circumstances in Huntsville Alabama, are informative. However, no direct connection is made between this information and the Mid-States project.

Regarding the quality of life, education and outdoor recreation opportunities in the area, the comment offers no causal relationship suggesting that the Mid-States project will negatively affect them.

Improving worker access is a performance measures core Goal 1 – Increase Accessibility to Major Business Markets. Access to a greater number of workers was cited as a need by multiple regional stakeholders. See the Economic Interview Appendix in **Appendix CC – Purpose and Need Appendix**.

Comments regarding impacts to agricultural operations are provided in multiple places in this comment. As these comments note, the FEIS documents anticipated losses in agricultural income due to project impacts. Please refer to **Standard Response 3.24.2**, which describes efforts to minimize impacts to agricultural operations. These efforts will continue into Tier 2 studies. Regarding the overall level of impacts to agricultural land, please refer to **Standard Response 3.24.1**.

Regarding impacts to forested land, please refer to **Standard Response 3.21.1**.

Regarding impacts to mineral resources, please refer to **Section 3.22 – Mineral Resource Impacts**. **Section 3.22.5** states that **Alternative P** has no impacts to marketable coal reserves, and no substantial impact to oil, gas or mineral production.

Mid-States Tier 1 DEIS Comment

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As the comment notes, impact to social cohesion, both positive and negative, are provided in **Section 3.3 – Social Impacts** and **Appendix DD – Social Impacts Appendix**. Regarding impacts to school bus operations, please refer to **Standard Response 3.3.2**. During Tier 2 studies, the project team will have significant interaction with school corporations regarding potential impacts to school bus routes. Regarding local traffic movements, please refer to **Standard Response 3.7.1**. It states that during Tier 2 studies special outreach will occur with public safety organizations and school corporations. Note also that local access decisions will be made during Tier 2 studies, and are not made as part of this Tier 1 FEIS/ROD.

Regarding the mobility impacts of the project to members of the Amish community, please refer to **Standard Response 3.8.1**. As it notes, a single alignment near Loogootee will not be determined until Tier 2 studies in Section of Independent Utility (SIU) 4. Continuing input from the Amish community will be important for determining a single alignment in this area.

Regarding relocation impacts, please refer to **Standard Response 3.5.1**. Some relocation impacts are unavoidable for a project of this magnitude. Regarding the availability of replacement housing, please refer to **Standard Response 3.5.2**.

Regarding the measure for Goal 7 – Increase Access to Major Intermodal Centers, the following information is offered. These locations were identified during interviews with major economic stakeholders. Please refer to Accessibility Analysis Appendix in **Appendix CC – Purpose and Need Appendix**. The Mid-States project provides improved access to these locations without being located in their immediate vicinity. As the comment notes, most are located outside of the Study Area. These facilities attract trips from a wide geographic area.

Regarding the effects of the project on local property tax receipts, please refer to **Standard Response 3.4.4**. As this response notes, these estimates of short-term property tax reductions do not account for increases in other taxes due to increased economic activity, as well as longer-term property tax increases due to increases in development.

Regarding user costs shown in Table 1 of **Appendix EE – Economic Impacts Appendix**, the following information is offered. The No Build option does not “save” operating costs. Rather, it is a baseline which represents unchanged operating costs. Under different alternative scenarios, households and businesses incur costs because they provide a net benefit to them. These benefits are described in the performance measures for Goals 1 through 7.

As the comment notes, **Alternative P** provides significant safety benefits. Please refer to **Standard Response 2.4** for more information. Regarding the rationale for not including safety as a core goal, please refer to **Standard Response 1.1**.

As the comment notes, the estimated construction costs are based upon recent INDOT construction contracts for similar projects. Please see **Appendix E – Working Alignment Typical Sections and Cost Estimating**. As the project progresses into Tier 2 studies and subsequent design, cost estimates will be updated with then-current construction costs.

Nowotarski, Mark

2 – Alternatives

3.7 – Traffic Impacts

Comment

RE: Mid-States Corridor Project - Conflicts with Intermodal Plans

I am opposed to the proposed Mid-States Corridor project. My name is Mark Nowotarski, and I am an avid cyclist and advocate for building much better walkable and bicycling access corridors.

The city of Jasper, the city of Huntingburg, and Dubois County all recently adopted Intermodal plans for adding better walking and cycling access throughout the cities and county. The Dubois County Trail Master Plan was produced by Taylor Seifken Williams Design Group with support from EV Engineering. The Jasper Intermodal Plan was developed by Lochmueller Group, the same firm that is conducting the Mid-States Corridor Study. Both the Dubois County Trail Master Plan and the Jasper Intermodal Plan are well down (sic) plans that utilize sensible phases that will ultimately make the county and cities of Jasper and Huntingburg better places. I cannot say the same for the Mid-States Corridor study and the DEIS which includes many flaws in the data and conflicting information that I have identified in previous letters. A bypass highway that goes around Huntingburg and Jasper will be detrimental to both towns.

What is going to happen if the recommended Mid-States Corridor proposed route crosses over Kellerville Road north of 15th Street or the section of 400 N / 47th Street along with a short section of US 231 that is in the proposed path? What about crossing over SR 64 near Huntingburg? There is only a brief mention in the DEIS that acknowledges the Intermodal plans, but it doesn't appear to concern anyone.

I find the Jasper Intermodal Plan interesting in that it identifies realistic solutions that include extending the grid network to improve connectivity and reduce local trip reliance on US 231, access management on US 231, improving parallel routes of N 350 W, St. Charles Street, and Mill Street, and finally investing in a low-stress multimodal network to reduce reliance on cars. Wow imagine that, a plan that fixes issues and makes improvements without building new roads/highway.

In an article in the Dubois County Herald on February 2nd, 2021, the project manager, Cheryl Sharp, was quoted as saying "If Mid-States didn't happen, we still need to make sure that (U.S.) 231, which would still remain your main artery through town, still works efficiently."

So, there you have it. Start implementing the Jasper Intermodal Plan along with the existing U.S. 231 improvements through Dubois County and you have quicker access for truck travel (travel time saved) along with alternatives for local traffic, plus the bonus of a well thought out walkable and cycling friendly county. A true win-win.

It is time to focus on what is right for the entire community, what the people want, and the preservation of this Southern Indiana area by scrapping the Mid-States Corridor project.

Response

Mid-States Tier 1 DEIS Comment

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The Jasper Intermodal Plan addresses local travel needs within the Jasper urban area. This City of Jasper is less than 14 square miles in area. The Mid-States corridor project addresses regional needs throughout a 12-county study area. This Study Area is over 4,700 square miles in area.

The Jasper Intermodal Plan is intended to address local transportation issues within the City of Jasper. The Mid-States Corridor project addresses regional accessibility needs within a large area. Refer also to **Standard Response 2.6**. It states that local traffic issues within cities such as Jasper are managed by local jurisdictions and are not intended to be addressed by this study.

The *Dubois County Bike & Pedestrian Master Plan* provides plans for improving non-motorized transportation within Dubois County. It does not address the regional accessibility needs identified for this project. See **Chapter 1 – Purpose and Need**. Planning in Tier 1 identifies trail systems in the Study Area. See **Section 4.2 – Section 4(f) Resources – Parks, Recreation Areas and Wildlife or Waterfowl Refuges**. This planning will continue at a more detailed level in Tier 2 studies.

We understand the reference to a Huntingburg Plan to refer to *Your Home, Your Huntingburg Comprehensive Plan*, issued in 2020. This is a wide-ranging plan addressing land use and development in Huntingburg. Goal 3 in this plan is “Increase accessibility and connectivity to destinations both locally and regionally.” It identifies two action steps to provide important additions to the Huntingburg area trail system. It also includes two action steps pertaining to the Mid-States Corridor. These are “Actively participate in the development of the potential Mid-States Corridor” and “Plan for upgrades and new roadways to accommodate the Mid-States Corridor.” This document views both the Mid-States Corridor and non-motorized transportation facilities as priorities.

Several comments identify potential local traffic issues associated with the Mid-States Corridor project. Please refer to **Standard Response 3.7.1**. It states that local traffic impacts and access issues will be evaluated in Tier 2 studies.

As the comment notes, announced improvements on US 231 in Jasper and elsewhere will address local traffic and safety needs. Please refer to **Standard Response 2.2**. It describes how these improvements do not address the core goals of this project, which address regional accessibility needs.

Melchior, Julie

2 – Alternatives

3.7 – Traffic Impacts

Comment

I am strongly opposed to this project. We are living in a time of extreme uncertainty, facing energy shortages, economic upheaval, and massive dislocations of populations, fueled by unprecedented environmental degradation and income inequality. I am not alone in this opinion, which is shared by many of the foremost thinkers of our time.

The ostensible reason for this project is that future transportation needs will be based on continuing growth and expansion. But it is impossible to determine what kind of future, even in the short term, we will have, and no prediction can be made as to how much expansion will even be possible on a finite planet with increasingly exhaustible resources.

My ancestors came here six generations ago to develop family groups and communities that would be sustainable following a long period of instability in Europe. Their success can be measured in places like Dubois County, where communities have remained vibrant and prosperous, offering a high quality of life. This success is due to the mixture of a productive agricultural base, abundant resources, a good work ethic, and a relatively small manufacturing component. We have strong family ties and attractive homes to live in.

Unchecked growth serves as a cancer on our way of life and limited access highways bring unchecked growth. We are being asked to support a likely carcinogen based on completely unreliable predictions about the future. Please do not sign on to this risk to the future of the next six generations to follow.

Rather, adopt the prudent course of maintaining our existing transportation resources, up-grading them only as needed, which have served our region very well.

Response

Please refer to **Standard Response 2.13**, which states that INDOT is charged with adjusting to Indiana's dynamic economy to serve changing travel patterns and economic conditions. Please refer also to **Standard Response 2.1**, which further addresses the need for new highway investments.

The Mid-States Corridor project will bring benefits to Southern Indiana. Please refer to **Standard Response 2.6** for details.

Forecasts of future transportation flows are based upon state-of-the-practice models. These models use federal and state forecasts of future population and employment trends. See **Section 3.2 - TAZ and Socioeconomic Data Development** in **Appendix T – Travel Forecasting Model Documentation**.

Sermersheim, Karen

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.17 – Floodplain Impacts

Comment

To Whom It May Concern:

I am not in favor of the Mid-States Corridor, however if this unnecessary project gets pushed through, I believe that the immensely concerning issues it would cause on Kellerville Road, Jasper Indiana...

IF YOU ARE CONSIDERING AN AT-GRADE LEVEL INTERSECTION OF ANY SORT would be something to closely re-evaluate.

If Mid-States Corridor proceeds, PLEASE CONSIDER AN OVERPASS "again"... over the existing railroad tracks AND over Kellerville Road, Jasper, IN... out in the field and away from our homes!

HISTORY of proposed US 231 Bypass back in approx. 2004:

(regarding Kellerville Rd. area, Jasper, IN).....

In approx. 2004, a very similar bypass/roadway on the east of Jasper was planned but never occurred, as the entire project died. BEFORE the bypass idea died, Earth Tech was "considering" a connection in the field on Kellerville road...south of 300 North and away from the Country View Estates 3rd Addition home as well as building another at grade-level intersection at 400 North, less than one mile away. Upon closer study, Earth Tech realized that Kellerville Road had significant challenges, safety factors, and seeing the close proximity of the railroad tracks, they changed their plan to an overpass on Kellerville Road. This overpass was to be built over the existing railroad tracks AND over Kellerville Road in that vicinity. Earth Tech kept the proposed connection at 400 North only. THEN the entire US 231 Bypass project died.

I have spoken extensively to David Goffinet, Lochmueller Group, regarding numerous concerns and upon my request, we drove that Kellerville Road, 300 North and 400 North territory together on Feb. 7, 2020.

In a nutshell, [Concerns Discussed:

- Safety concerns for local traffic traveling and crossing a possible at-grade-level connection on Kellerville Road as it is a well-traveled local commute road.
- Safety concerns for local traffic sharing county Kellerville Road with truck/semi traffic. There are many sharp curves, especially where Kellerville Rd. & 400 N. meet and also sharp curves on Kellerville Rd. just north of Cathy Lane with very little road shoulders, and deep ditches, aka: Knies bottoms.
- Challenges of closing potential truck traffic on Kellerville Rd. when it floods near Cathy Lane or has dangerous ice/snow in the wooded area on Kellerville Rd., just north of Cathy Lane.

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- Concerns of making a dead-end at Kellerville Rd. & 300 North, as that road is a heavy, local commute road AND the concern of then creating a much longer commute for emergency vehicles and farmer equipment traveling in that entire area.
- Concern of a bypass road or intersection in close proximity to Country View Estates 3rd Addition of homes. Noise, crime, loss of home values, etc. Instead, build an overpass way out in the field south of 300 North, over the existing railroad tracks AND over Kellerville Road, Jasper, Indiana.

Enclosed: Please review the enclosed pictures of flooding, ice and snow conditions on Kellerville Road, Jasper, Indiana.

Again, if Mid-States Corridor proceeds, the request is NO-CONNECTION on Kellerville Road. Make it an overpass!

Response

Some of these comments also were provided by the same commentor in **Comment 0860**. Please refer to the responses to those comments.

In addition, the following comments are offered.

The final alignment (which will be determined in the Tier 2 studies) would be designed to minimize floodplain impacts. Please refer to **Standard Response 3.17.1** for more information. Please refer to **Standard Response 2.14**.

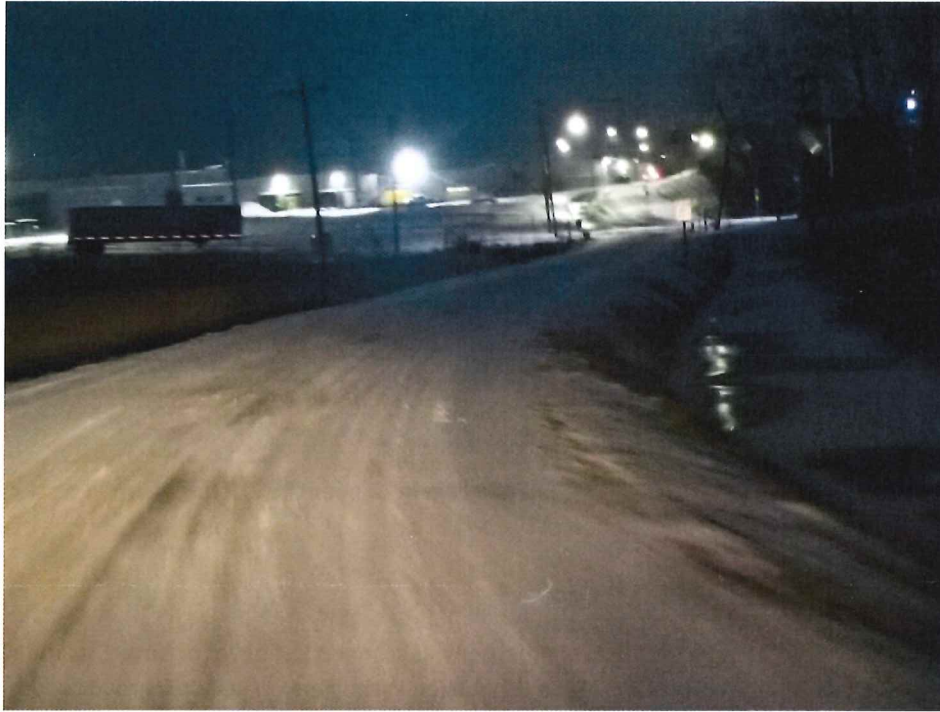
Access decisions will be made as part of Tier 2 studies, and are not being made in this Tier 1 EIS. See **Standard Response 3.7.1** Vehicular safety, public safety access and local traffic patterns are considered in access decisions. Local access decisions also will consider access needs during flooding/high water circumstances.

Regarding consideration of noise impacts, please refer to **Standard Response 3.10.1**.

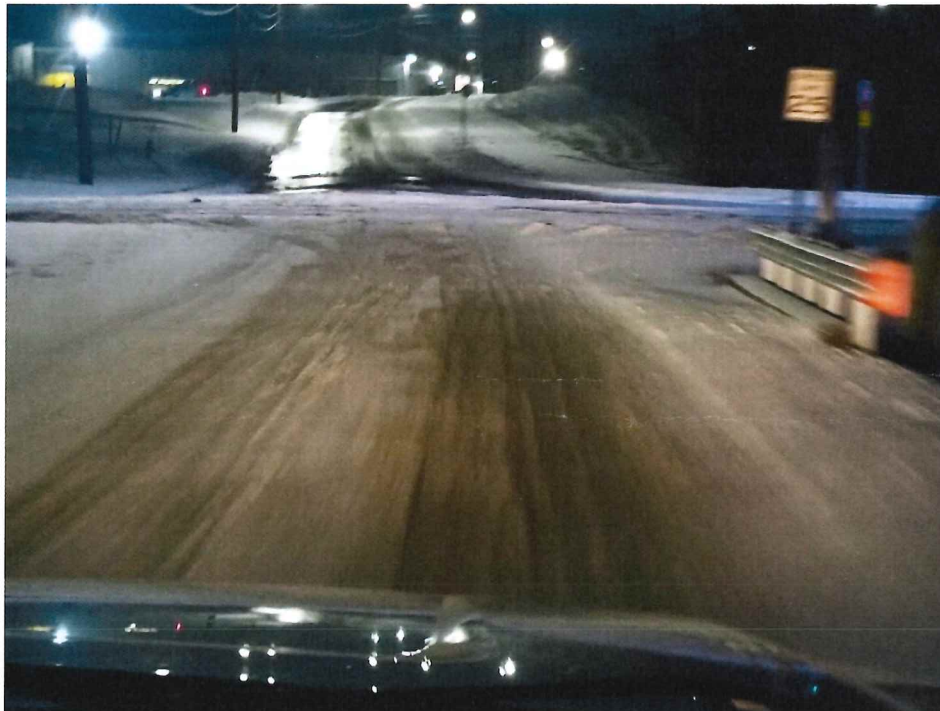
Regarding consideration of impacts to agricultural operations, please refer to **Standard Response 3.24.2**.

Regarding assertions of the potential for increased criminal activity, please refer to **Standard Response 3.3.1**.

Regarding the effects of a major transportation project on property values, please refer to **Standard Response 3.4.3**.



ICE/Snow_2022_Feb. 4th on Kellerville Road, Jasper, Indiana
(in "Knies bottoms" area heading south, toward Jasper City Limits/Cathy Lane)
A grave safety concern for local traffic to potentially meet truck traffic on a regular basis.
Requesting NO Connection of Mid-States Corridor on Kellerville Road.



ICE/Snow_2022_Feb. 4th on Kellerville Road, Jasper, Indiana
(in "Knies bottoms" area heading south, toward Jasper City Limits/Cathy Lane)
Quite a difference traveling from this county road to see a city street.

Even City of Jasper locals don't generally see our travel challenges, thus they don't necessarily understand why school is cancelled.

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN on June 13, 2022
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



High Water 2011_05-08 on Kellerville Rd (Cathy Lane/Cherry St. Intersection area)

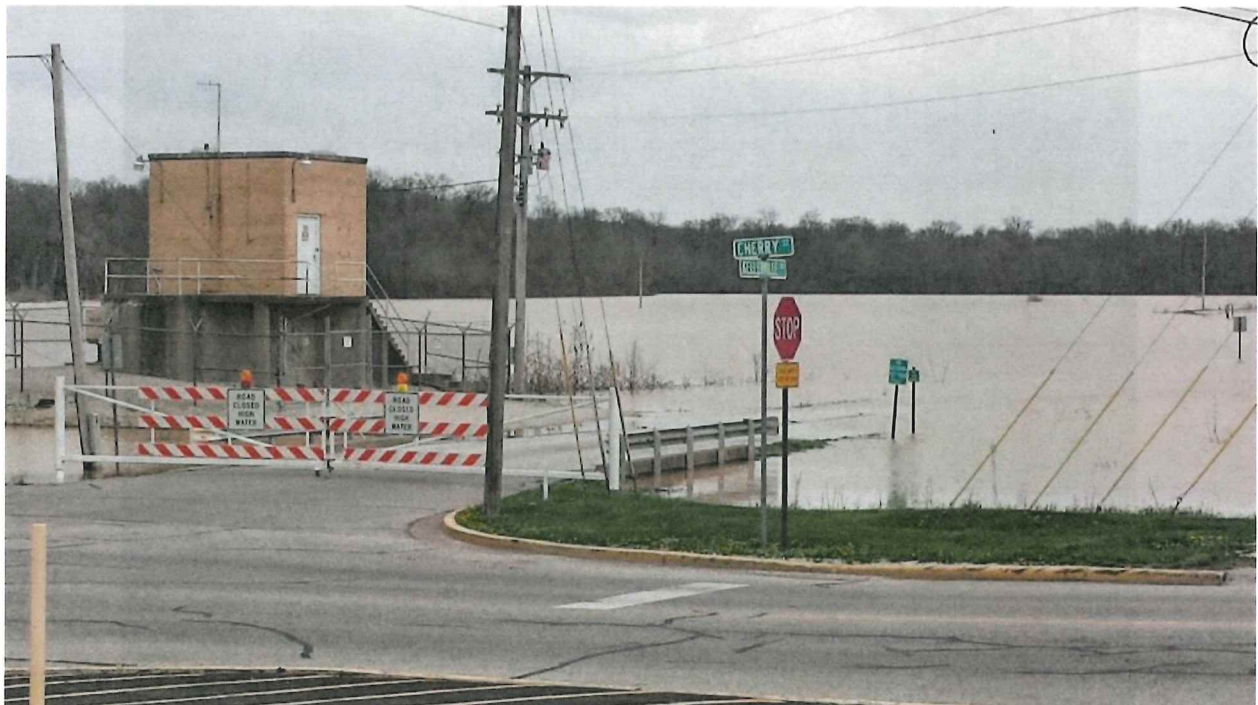


High Water 2011_05-08 on Kellerville Rd_2 (Cathy Lane/Cherry St. Intersection area)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



High Water 2011_05-08 on Kellerville Rd_3 (Cathy Lane/Cherry St. Intersection area)



High Water 2015_04-09 on Kellerville Rd (Cathy Lane/Cherry St. Intersection area)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



High Water 2015_04-09 on Kellerville Rd_2 (Cathy Lane/Cherry St. Intersection area)



High Water 2015_04-09 on Kellerville Rd_3 (Cathy Lane/Cherry St. Intersection area)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



High Water 2019_12-03 on Kellerville Rd (heading south to Cathy Lane/Cherry St. Intersection area)

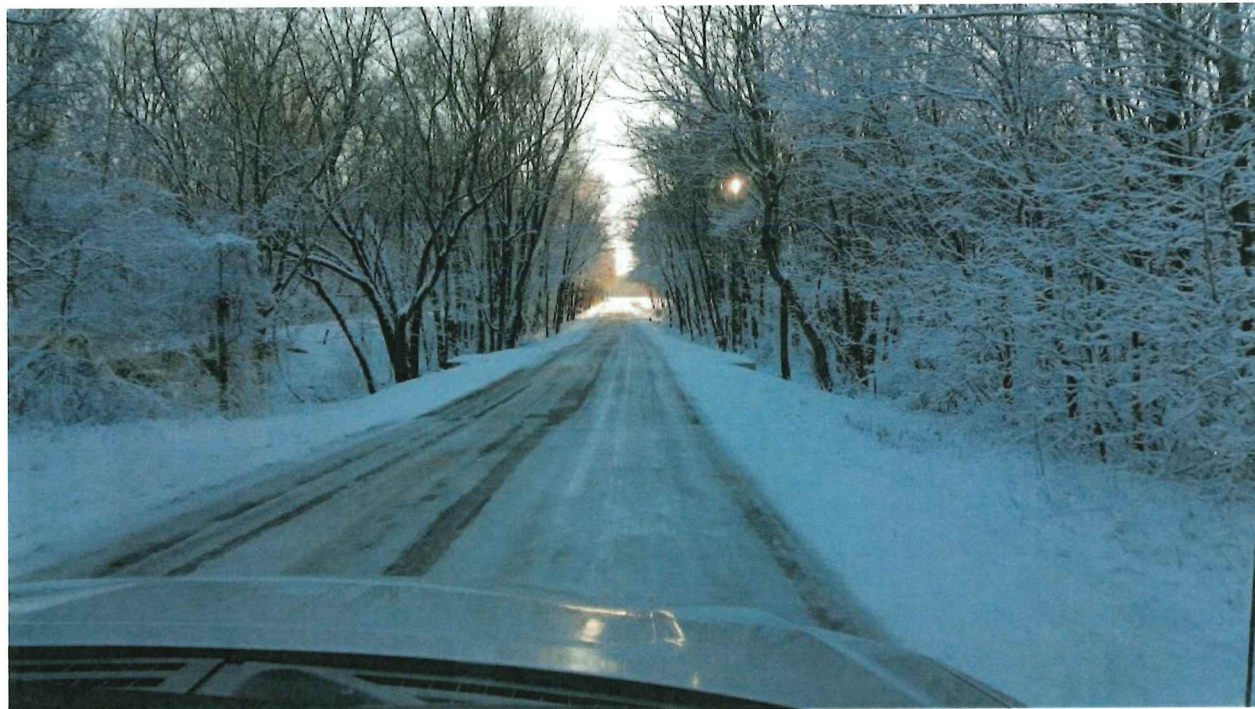


Snow 2015_03-05 on Kellerville Rd (heading south to Cathy Lane/Cherry St. Intersection area)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



Snow 2016_01-10 on Kellerville Rd (heading south to Cathy Lane/Cherry St. Intersection area)



Snow 2016_01-10 on Kellerville Rd_2 (heading north, toward 300 N)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



Snow 2018_01-12 Kellerville Rd (in "Knies bottoms" area heading north, toward 300 N)



Snow 2018_01-12 on Kellerville Rd_2 (in "Knies bottoms" area heading north, toward 300 N)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



Snow 2018_01-16 on Kellerville Rd (heading south to Cathy Lane/Cherry St. Intersection area)



Snow 2018_01-17 on Kellerville Rd

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project



Snow_2019_01-19 on Kellerville Rd (in "Knies bottoms" area heading north, toward 300 N)

Pictures taken (as dated) & submitted by Karen Sermersheim, Jasper, IN Feb. 7, 2020
To: The Lochmueller Group, Tier 1 Study, Mid-States Corridor Project

Mathies, Lance

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

7 – Comments, Coordination and Public Involvement

Comment

Without discounting the thorough nature of the DEIS Tier 1 evaluation, it should be said that there is bias in the consideration and selection of a preferred alternative. Alternative P West seemingly fails to meet some of the stated goals of the project, while elected officials, business owners, and citizens of local communities face permanent consequences. This sentiment seems especially realized as a new terrain road passes (mostly) through Martin County.

While the proposed corridor route may serve to meet a need for a bypass of congested, high-density urban areas of Dubois County, no data published or anecdotal, can support the need for additional lanes to support traffic volume anywhere, but especially through Martin County. To further this point a bypass of smaller communities, such as the one proposed to the west of Loogootee, seem to undercut its very existence, seemingly in accordance with the level of inclusion Martin County has realized throughout the entirety of the Mid States conversation.

The proposed bypass of the city of Loogootee introduces the only portion, albeit small, of the proposed alternative into Daviess County. This is far from benign as one considers the historical competition along the Daviess-Martin county line. One example is the 2016 attempt to annex parcels within Daviess County to the city of Loogootee, parcels that have enjoyed access to municipal services from said city. The stated goals of the annexation were to continue to foster an area for housing, economic and recreational development, while bringing the area into the municipal fold for the obvious benefits of tax base and zoning/code enforcement. This initiative was in accordance with the comprehensive plans for the city and county, and also would support the recent housing plans and Quality of Life and Workforce Attraction Plan. While city and county tax base stood to benefit the true desire of the annexation was to create a space for intentional, thoughtful, and equitable development that would benefit the entire region. This annexation attempt was met with harsh opposition and stonewalling from Daviess County officials. This is one brief summary of countless examples where the communities of Martin County have worked toward progress based on regionalism, but was vetoed by a decision-making body without representation. Because of this reoccurring story, Loogootee and Martin county residents have learned that we do not have a sizable enough population, industry, tax base, or representation in state government to have a "seat at the table". While the Tier 1 study is somewhat comprehensive, there is little to no consideration of the short, mid, or long-term effects of a bypass to the residents, businesses, or economic, education, and housing initiatives of Martin County.

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HWY 50 bypass in Washington has produced limited development along that new terrain and decimated the once thriving downtown. It should be noted that the greatest development around the bypass, and most bypasses remains housing. This is another strike to the initiatives in Martin County, as any realized development will be contributing to a neighboring county's tax base, as the City of Loogootee provides Community School Corporation (LCSC) with the risk of reduced enrollment. This is especially alarming when considering the regional impact of limiting enrollment to schools like LCSC. This is said because of the substantial school improvement planning and implementation initiatives in the last decade. LCSC has been a part of a process known regionally in the Indiana Uplands as "Ready Schools." The focus of the Ready Schools initiative was to prepare students at LCSC for jobs in high-wage, high-demand careers in the life science, engineering, and advanced manufacturing sectors. Many of these jobs exist within an already 25 minute drive at Naval Support Activity-CRANE (NSA Crane). It seems counterintuitive to regionalism to disproportionately stifle growth at a school like LCSC. Pushing this route west into Daviess County does even more to undermine the Loogootee Schools as potential development of housing in Daviess County would be attractive to Barr-Reeve Schools, it fails to protect the best interest of Loogootee Schools. It should be noted that Barr-Reeve School Corporation did not participate in the Ready Schools Initiative. It should also be noted that each school corporation in Martin and Dubois County are designated "Ready Schools."

While it was stated that the State would help provide suitable housing for those displaced, can you address exactly how these residents would be met with assistance knowing the minimal amount of suitable housing available in the area? Residents and elected officials of Martin County are calling for creative solutions to the newly introduced concerns. Emerging conversations include TIF district investments, tributary road improvement funds, support in creating opportunity zones for development, as well as water, sewer, and broadband infrastructure assistance.

Also, please include phase 2 study performance indicators that reflect these concerns specific to Martin County. How will displacements affect and amend our current housing study projections for cost and need? How can a struggling community face these challenges? What additional INDOT, OCRA, HUD, USDA or other state, federal, or regional opportunities are available to aid in these unforeseen challenges that our current studies have not accounted for?

While it was stated that route P was the preferred route, it must be further explained how option C was not chosen based on the published performance indicators. Citing overall project cost (highest performance), lesser environmental and wildlife impact as well as less displacement numbers. According to the performance indicators, route C appears to be the obvious choice. Realized times savings (minutes) seems to be the one and only negative this route has. It heads directly towards Washington, a community that is prepared for a project, as it is responding to I-69 already. That few minutes of savings is hard to justify the estimated \$200-\$400 million more dollars in cost and less overall performance in every category. Even when valuing drivers time at \$20 per hour, it would take decades for the cost realization of construction to demonstrate a return on investment.

As mentioned above, NSA CRANE is a substantial voice in the region. It is the largest employer in the area, while existing almost entirely in Martin County. The defense sector helps drive regional economics, housing, and employment. As stated in the DEIS report NSA CRANE and the contracting community is in need for additional workforce, like many industries in the area. The West Gate@ Crane Master Plan calls for a need of a rejuvenation of CRANE village. It was suggested that improved access via the new

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corridor would help meet those needs. If that was truly a factor, the availability of a workforce from Bloomington, Martinsville, Ellettsville and others along the 1-69 corridor would prove to be sufficient as their combined population exceeds 100,000. In all reality the workforce from southern Indiana supplying the needs would be minimal. Those same caliber workers in southern counties alone would not meet their needs. Please follow with a more accurate explanation how a new terrain road would generate a more complete workforce for CRANE, specifically as it applies to the West Gate@ Crane Master Plane, the Indiana Uplands Regional Housing Study, and the Indiana Uplands Occupational Needs Assessment. These are some of the comprehensive plans that our communities are already using to address regional workforce, housing, and quality initiatives.

One of the biggest, and possibly most understated (or simply ignored) social issues with the preferred route that includes a western bypass of Loogootee, is the way in which it impacts the Amish community.

This specific route is the only alternative that limits and potentially eliminates access to services and care to an entire group of people. This fact among the most concerning of the entire conversation, as the construction of a new-terrain highway provides segregation and lack of access to a group of people that ethnically identify as Amish and/or Mennonite. This ethnic group is also a minority to the county and even more so nationally. With a cultural and ethnic identity that embodies a simple lifestyle, it is no surprise that they have been overlooked in this study.

Unfortunately the Amish do not fit the "block" category to be noticed on the Environmental Justice Screen. Per their specific religious beliefs, many will not speak on their own behalf or attend meetings on issues they perceive as political. The study notes that the Amish were engaged in a meeting and a point of contact was established, however, there were several that were unaware of the meeting or how this specific route limits or eliminates their access to Loogootee. As we consider the minority nature of this community, the language that describes the inclusion of their needs and concerns, as well as access to the City of Loogootee for healthcare, goods, services, and recreation, it is not unlike a compromise that would include representation of a minority group, but only partially.

For those of us concerned with the social justice impact of this proposed alternative, we identify and recognize the need for this group to have safe, unrestricted way to travel in non-vehicular way to their community. The Amish culture is again one of simple, yet sustainable means of existence. The people of this community travel by horse-drawn carriage. Colloquially, this is known as "horse and buggy." While terms like superhighway, super two, expressway, or interstate all sound appealing for those of us seeking to shave those two minutes of travel time or reduce vertical hazards made real by 231, those same terms are quite literally terrifying to a family of Amish that climb into a "horse and buggy" to travel to the nearest doctors office for a checkup or prescription for a child. Many times these "trips to town" serve to receive care while also getting groceries, parts from the hardware store, or even ice cream from the Dairy Queen.

While "improving north the south connections" sounds acceptable, the citizens of our community know that the unintended consequences of building this road will be extremely prohibitive to our neighbors to the west as they attempt to access our community for care. We speak on behalf of the Amish and Mennonite Communities when we ask that the western bypass of Loogootee be removed as an option for new terrain construction. This is the ONLY preferred alternative for the project that restricts an ethnic group access to care and goods. We would hope that after a review of historical ramifications of

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projects like this, that such a project with this type of cultural and ethnic impact, especially relating to a minority/underserved population will NOT be considered in our community. Many Amish refuse to comment based on their cultural and religious convictions. We seek a different option in this ask INDEPENDENTLY from all the rest of the comments in this feedback. There is a specific reason why every grocery store, healthcare facility, hardware store and even park in Loogootee has an area designated for horse and buggy parking. This is a testament to their need for safe and convenient access.

This specific corridor that bypasses Loogootee to the West creates an environmental and public health challenge that greatly threatens quality of life for the Amish. Members of their community will be impacted in the ways that they live, work, play, and pray. We are disappointed in the way this group was (not) included and largely unnoticed. While the Amish community did not show up on the environmental justice screening, how are they not seen as a minority group? Is this a flaw within the EPA's EJ screening tool? Regardless, it should be evident by our community's concern and through the consultant's own anecdotal experiences in the community that the Amish way of life will be impacted. Further, their inclusion in the conversation and general study seems to be largely omitted.

While an attempt was made to meet with a select group of Amish that will lose residences and/or property as this corridor directly impacts their families, the publishers of the report failed to address the much larger segment of the Amish population that require access to Loogootee via county roads. An extended effort was not made to look at the minority group that lives between County Road 900 E. also known as Cannelburg Road and County Road 1200 E. also known as St. Mary's Road and from County Road 200 N. to County Road 800 North all in Daviess County. In talking with several of these Amish residents, they were unaware of these facility changes and how it would limit their access to Loogootee for basic needs and services. Even discussion of the proposed corridor seems to scare the entire community. Eliminating any east/west county road access from Highway 50 north would not only cut an entire population's access to goods and services in the city of Loogootee but would also not allow certain groups to attend worship services that are held in community members' homes. In addition to social and religious impacts, this specific route seems to be unique in that it impacts commerce and business operations within the minority group. Most Amish farmers that produce grain-corn and soybeans- market their products at the Premier Ag Grain Facility located along County Road 75 N. on the Martin-Daviess County line. It was noted by some of the Amish farmers that their only option to sell grain in close enough proximity to their farm is the Premier Grain Facility. Their use of wagons and small tractors to haul grain through County Roads not being forced to enter highway traffic is imperative for their small operations. Many of these vehicles would not only be unsafe for their operators, but also for other drivers on a divided highway road. To further understand our community's concern for our neighbors, the DEIS should reflect that often times, these grain wagons and tractors are operated by young teen-aged family members sent to deliver grain as their fathers and uncles remain working in the fields. The thought of children maintaining their families livelihoods by traversing or worse, traveling on a new terrain highway is a risk our community is unwilling to take. Several of these farms have limited on farm storage or farm less than 50 acres and cannot employ trucks to deliver grain. This is another hardship to this secluded community. Many rely on this income from their farms to survive. Furthermore, if this road divides Amish farms they wanted to still have access to their land and were fearful that reducing access or only gaining access from being forced onto the highway was never discussed. One member said, "We do not want to be on the new road anymore than they want us to be on there." The fact that every current county road that the new terrain road would bisect needs to

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remain open for the Amish Community as there would be either Loogootee access, commerce access, or family member/church access limited or eliminated by closing any of these.

Essentially the outreach program that was to satisfy the needs for the study for this Mid- States Corridor only addressed a minimal amount of the overall impact to those most affected within the Amish community. How exactly would these previously mentioned issues be addressed without adding millions of dollars of cost to this project?

The cost and dangers of moving farm machinery along this road will be increased as some if not many of the county roads will no longer have access to the new terrain road. The industries of Dubois County complain of increased travel times for trucks and this creates a solution for them, but as one of the largest economic sectors in the state, the Agricultural industry will face those exact problems. Is it fair to solve the issues for one manufacturing sector while creating new issues in another? How is it decided which sector is more important? Both are businesses, and both contribute to the economy as a whole. The agricultural economy in Martin and Daviess County are the greatest contributor to their local economies as a revenue source, tax base, and employer when looking at all businesses that rely on the farming community. Is it acceptable to create transportation issues for one group just to solve them for one?

A key component of this DEIS purpose and needs is faster truck routes. As technology adoption begins to catch up with innovation and development, transportation companies embrace autonomous truck studies and routes. Programs employ driverless trucks to travel during overnight hours when there are limited vehicles on the roads to help increase travel times, while reducing accidents. Progressively, yet sadly for this project, advancements in this industry will likely be available before a corridor route is even completed. These (21st century) technologies are being put in place to address the purpose and needs of this project without any new pavement (20th century and earlier).

Response

INDOT sought input from local officials, stakeholders and the public throughout this Tier 1 study. Please refer to **Standard Response 7.2**, which describes the extensive public involvement process for the Mid-States project. This public involvement process has resulted in deferring the final selection of the Mid-States alignment at Loogootee to Tier 2 studies. Please refer to **Standard Response 3.4.2**. Many of the issues cited in this comment are discussed in this standard response as the basis for deferring an alignment decision to Tier 2 studies. These issues include potential barriers to economic development, the need for local officials to have significant input into project decisions, the effects of different alignments on local business activity, potential travel barriers to the area's Amish community, the desire for consideration of an alignment through or to the east of Loogootee and the need for further surveys and input from Loogootee residents and businesses.

As **Standard Response 3.4.2** describes, Tier 2 studies will evaluate four alignments at Loogootee. One will be to the west of Loogootee, one will pass through Loogootee and two will be to the east of Loogootee. These variations will be within Section of Independent Utility (SIU) 4 for the overall Mid-States project.

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INDOT acknowledges that the circumstances regarding annexation proposals in 2016 illustrate to local officials the need to have meaningful participation in decisions affecting Loogootee and Martin County. The Tier 2 process in SIU 4 will include significant participation by local officials and stakeholders.

During the Tier 2 studies in SIU 4, the effects of alignment variations on local businesses and the economy will be considered in detail. See **Standard Response 3.4.1** which summarizes the findings of a high-level review of published research on this subject.

The Tier 2 studies in SIU 4 will consider the economic effects of the Mid-States Corridor on local schools, which will be invited to participate in the local stakeholder process.

Regarding the availability of replacement housing for those displaced by the Mid-States project, please refer to **Standard Response 3.5.2**. As it states, current market conditions cannot be assumed to reflect circumstances when right-of-way is acquired for the project.

INDOT will receive input regarding some of the programs and initiatives cited in this comment while acknowledging that they are the responsibility of local officials or other state agencies. These include financial support for housing from various agencies, TIF district formation, opportunity zones and financial support for other infrastructure.

Regarding consideration of **Alternative C** as the preferred alternative, it had low performance on project core goals. See FEIS **Table 5.1**. Of the alternatives considered in the DEIS, it had the lowest performance on two of the four core goals. Overall, it was the second-poorest performer of the five DEIS alternatives. Both this alternative as well as **Alternative B** had performance which was too poor for either alternative to be designated as the preferred alternative.

Access to Crane from Jasper was cited as an important origin-destination pair during the economic development interview at Crane. See Economic Interview Appendix in **Appendix CC – Purpose and Need Appendix**. This travel pattern is one of many evaluated in Goal 1 of the purpose and need.

One reason for deferring the alignment decision in SIU 4 to Tier 2 is to ensure that the needs of the area's Amish community are considered. As a follow up to this and other comments, the engagement process with the Amish community has continued subsequent to the DEIS and will continue into Tier 2 studies. Please refer to **Standard Response 3.8.1** for more information, as well as a listing of considerations going forward into Tier 2 studies. Also, please refer to FEIS **Section 7.2.2.8** regarding outreach to date to the Amish community. The many details provided in this comment about travel corridors used by members of the Amish community will be considered during Tier 2 studies in SIU 4.

Regarding impacts to agricultural operations, please refer to **Standard Response 3.24.2**. Consideration of local access issues will include local road access for farming equipment.

Regarding the effects of technological advances such as driverless vehicles, please refer to **Standard Response 3.7.2**. As it notes, driverless technologies could lead to more vehicular trips, especially freight trips.

George, Paul

2 – Alternatives

3.4 – Economic Impact

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

The Martin County Farm Bureau is a local, grassroots organization that represents 1,036 Members across the county and advocates for agriculture and our rural communities on behalf of our members. After reviewing the newly selected Preferred Alternative P and the Draft Environmental Impact Statement, the Martin County Farm Bureau is strongly opposed to the Mid-States Corridor Project and the Preferred Alternative P route.

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states, "Alternative P has the second highest potential for impacts to row crop agricultural lands." It further states, "This alternative has the widest range of lost agricultural income at \$977,000-\$1,426,000."

Additionally, the DEIS identifies the bypass around Loogootee as the cause of the wide range of loss to farmland and agricultural income. Not only would a western bypass take 20 miles of prime farm ground, but a bypass around Loogootee would lead to a significant impact in local economic development.

Martin County Farm Bureau strongly opposes a bypass that will only take more prime farmland out of production and hurt our rural community.

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.

The Martin County Farm Bureau understands how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities. However, the harm that this project will cause to our farmland and rural communities outweighs the potential benefits that this project could bring. Again, the Martin County Farm Bureau is strongly opposed to this project, the Preferred Alternative P route, and a bypass around Loogootee. We believe efforts would be better served with upgrading our existing roadways.

Thank you for your consideration.

Response

The project team has conferred with the Martin County Farm Bureau since the release of the DEIS and receipt of this comment. We recognize that agriculture is important to Martin County's economy.

To be responsive to this and other similar comments from stakeholders, local officials and community members, INDOT will defer identifying the location of the final alignment near Loogootee to Tier 2 studies. See **Standard Response 3.4.2**. It describes that Tier 2 studies for Section of Independent Utility (SIU) 4 near Loogootee will consider four alignments at Loogootee. In addition to the western alignment

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shown as part of the Preferred Alternative in the DEIS, these studies will consider three other alignments. One will use existing roads through Loogootee, and the other two will be located to the east of Loogootee.

Farmland is an important resource, but some impacts to farmland are inevitable for a project of this size. See **Standard Response 3.24.1** for details. As this response states, impacts to agricultural land must be balanced with impacts to other land uses. In addition, Tier 2 studies will focus detailed attention on the impacts of alternatives to agricultural operations. Please refer to **Standard Response 3.24.2**.

Project impacts are evaluated in the context of the significant benefits which it offers. Please refer to **Standard Response 2.6** for an enumeration of these benefits.

The comment supports upgrading existing roads to the exclusion of new terrain construction. In response to agency comments prior to the DEIS, the DEIS evaluated a preliminary alternative consisting entirely of local road upgrades throughout the Study Area. Please refer to **Standard Response 2.12** for details. This alternative was not able to address the project goals of improved regional accessibility. In addition, it was not a low-impact alternative.

As your comment notes, the Mid-States Corridor also will impact wetlands and forests. Please refer to **Standard Response 3.18.1** and **Standard Response 3.21.1** regarding impacts to wetlands and forests, respectively.

Wittmer, Rebecca

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

What is a life worth? How about hundreds or thousands of lives and livelihoods? A person is built to strive for more, be good citizens and live life according to their beliefs. With the Mid-states corridor project that you are considering, you will steal all of that from my entire family.

We live a simple life as Mennonite farmers. My husband works hard to raise turkeys and crops on our family farm. We are a law-abiding, church going, tax-paying family. For you to have your road, our entire way of life is to be stolen from us.

You will take my widowed mother-in-law's home that she has lived in since the early 1980's. You will take most of her farm ground that was purchased over the years by her and her late husband and is still one of her main sources of her income. You will take the turkey buildings in which my husband, my brother-in-law and my mother-in-law are partners and my husband manages. You will take most of the land that my husband and his brother-in-law plant their crops. You will take our home which we have lived in since we were married in 2001 and in which we are raising our boys'. And you are going to take my sons' potential future which to me is the worst of all of the above thievery.

You see, this is not just ground. Dirt to sift through your fingers or kick under your shoes. This is a life set forth by my husband's grandfather, passed on to his parents and currently the life he chooses to lead now. The life of a farmer is hard and is getting harder by the moment, but he loves what he does and wouldn't change it for anything. We have three sons that one day may choose to work with their father and be fourth generation farmers; however, this project will kill all those possibilities for their future.

We are not alone in this current predicament in which you have firmly placed us. Most of the ground you are willing to take along your preferred route is rich farm ground which is not easily found nor replaced. We have waning farm ground as it is and taking crop producing land for a road that is not needed is simply ridiculous. It's simple economics: feed people or get them to where they are going 10 minutes faster. There is no business worth what little farmland we have left in our area.

Response

Project staff has spoken with the commentor's family on more than one occasion. The turkey buildings referenced are at the east edge of the corridor, and may not be impacted by the facility. Please refer to **Standard Response 2.14**, which describes that final alignments will be determined in Tier 2 studies. Project staff will confer with property owners when final alignments are determined.

When finalizing alignments, impacts to existing agricultural operations will be considered. Please refer to **Standard Response 3.24.2**. For a project of this magnitude, agricultural impacts are expected. Please refer to **Standard Response 3.24.1**. Likewise, relocation impacts are expected. Please refer to **Standard Response 3.5.1**. Please also refer to **Standard Response 3.5.3** regarding special relocation circumstances.

Decisions about impacts are balanced with the benefits which the project will provide. Please refer to **Standard Response 2.6**.

Schnaus, Stan and Kathy

Poe, Tom and Connie

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

According to the most recent map, our properties will be directly affected by the proposed route and we are very concerned. This area has been in the Poe family for over 100 years and when our parents passed away, we, along with our sister, Ann Seng (Jerry) took over separate partials of the property. Ann and Jerry have since passed, but the children are very interested in keeping their partial.

Our point is: We are totally against the bi-pass, but if it must go thru, we request that you keep in mind the following: although the properties are owned by three different parties, they are still farmed as one. Therefore, sub-dividing the farm would destroy the farm and make what is left totally worthless.

If the road must go through our land, please keep it on the far South East edge so it does not split the farm into two parcels.

We ask that you review this section of land again and re-consider the location of the road if it must go thru. This is very important to all of us.

Response

Project staff has spoken with the commentor's family on more than one occasion. Their properties span the width of the corridor. They have provided input about final alignments which would lessen impacts on existing farming operations.. Please refer to **Standard Response 2.14**, which describes that final alignments will be determined in Tier 2 studies. Project staff will confer with property owners when final alignments are determined.

When finalizing alignments, impacts to existing agricultural operations will be considered. Please refer to **Standard Response 3.24.2**. For a project of this magnitude, agricultural impacts are expected. Please refer to **Standard Response 3.24.1**. Likewise, relocation impacts are expected. Please refer to **Standard Response 3.5.1**. Please also refer to **Standard Response 3.5.3** regarding special relocation circumstances.

Decisions about impacts are balanced with the significant benefits which the project will provide. Please refer to **Standard Response 2.6**.

Eichmiller, Terri

3.5 – Relocation Impacts

Comment

I live at 6142 North Old rd 45. had my house for sale since the end of February was going to close on it May 3rd 2022. since they put the preferred route P in the area they cancel out. Why did you put that out when you're not for sure where it's going. Was planning on building. now I'm stuck. Interest rates going up the longer I stall. No one is looking at my house because I have to tell them a roadway go there or close. It's country living but if a road go thus or close it won't be and if it close who would want it. Have to sell for nothing and was planning on using it for a down payment. In the meantime someone tell me it may still go French Lick route then why did they put it out until they knew for sure! I'm stuck, can't go with my plan, and could have had my house sold. Very aggravating. Please help.

Response

Commentor has spoken with project team on multiple occasions. At this Tier 1 level of analysis, it is uncertain whether this property will be impacted. The project record has reports of buyers not making offers due on this property due to the potential of it being impacted.

The actual alignment in this area will not be finalized until Tier 2 studies. Please refer to **Standard Response 2.14** for details.

This FEIS reaffirms the selection of **Alternative P**, slightly modified as **Refined Alternative P (RPA P)**. The alternative to French Lick, **Alternative O**, no longer is under consideration.

Maloney, Tim (Hoosier Environmental Council)

Footnotes are provided as endnotes at the conclusion of the comments.

1 – Purpose and Need

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.6 – Indirect and Cumulative Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.12 – Construction Impacts

3.16 – Threatened and Endangered Species

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

These are the comments of the Hoosier Environmental Council, Indiana's largest environmental policy advocacy organization, founded in 1983. Our members and supporters live and recreate in the project area. Our members across the state are supportive of safe, sustainable and effective transportation infrastructure that provides real mobility choices and is designed to reduce the carbon emissions of transportation and minimize damage to our natural environment.

Following is a summary of these comments:

A. The Purpose and Need Statement is impermissibly narrow and leads to selection of a preferred alternative with limited benefits.

B. The environmental analysis is inadequate and demonstrates serious environmental harm from the preferred alternative and other alternatives

C. The range of alternatives considered and evaluated is arbitrarily narrow

D. The purported travel time savings and safety improvements are minimal and do not justify building a new highway; nor does the analysis consider all elements of travel needs and concerns

E. The purported economic benefits are not convincingly demonstrated

F. The DEIS does not justify why this project should proceed when earlier studies were rejected

G. Policies and Guidance in the new Bipartisan Infrastructure Law are not considered

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Also, we incorporate by reference into these comments our “Preliminary comments on Mid-States Corridor Project Tier 1 Environmental Impact Study –Draft Purpose and Need Statement, Screening of Alternatives, and Impact Assessment; and Request for Suspension of Project Planning Activities in Light of COVID-19 Virus Outbreak” dated April 14, 2020.

A. The Purpose and Need Statement is impermissibly narrow and leads to selection of a preferred alternative with limited benefits

Even if purpose and need are accepted as legitimate (we don't), the project as described will perform very poorly in achieving the purpose or meeting the need.

Local improvements would meet much of need without harm or high cost

The purpose and need statement establishes three core goals for the project:

- 1) Improve business and personal regional connectivity in Dubois County and Southern Indiana
- 2) Improve highway connections to existing multimodal locations from Southern Indiana.
- 3) Provide more efficient truck/freight travel in Southern Indiana

There are four other goals established as secondary goals:

- Goal 3 – Reduction in Localized Congestion in Dubois County
- Goal 4 – Reduce Crashes at Key Locations in Southern Indiana
- Goal 5 – Increase Levels of Business Activity within Southern Indiana
- Goal 6 – Increase Personal Economic Well-Being in Southern Indiana

These purposes and goals were developed as a result of interviews, comments and past local, regional and state transportation studies.¹ Yet as envisioned in the various planning documents, including the draft environmental impact statement (DEIS), the resulting focus of the project is to build a new freight truck corridor to serve business interests in Dubois County.

The project's study area is 12 southcentral/southwest Indiana counties, but as described in the DEIS, the project's purported benefits would mainly accrue to business interests in the Jasper-Huntingburg area. And even the claimed benefits are minimal at best, and do not justify the expenditure of up to \$1 billion in transportation funds.

Two of the three stated core goals represent the same outcome – faster travel to major urban areas and their intermodal facilities for truck traffic.²

Improved regional connectivity in southern Indiana is the third core goal and would be the best measure – in theory -- of the effectiveness of a regional transportation project as the Mid-States Corridor (MSC) claims to be. Yet on this goal, the project as proposed performs poorly, if its total impact on connectivity is fully evaluated.

Several of the secondary goals were dismissed as primary goals because the project would provide limited benefits in meeting these goals.³

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For example, localized congestion in Dubois County, which has been a topic of concern for the communities for many years, would only marginally benefit from construction of this project. Earlier projects focused almost solely on this goal have failed to gain approval.⁴

Another secondary goal, reducing crash frequency at key locations in southern Indiana, would not be addressed by a new-terrain highway that only serves the US 231 corridor in Dubois and Martin County. Road safety concerns in the other ten counties of the studied region would not be addressed by this project.

Two other secondary goals –“increase Levels of Business Activity within Southern Indiana, and increase Personal Economic Well-Being in Southern Indiana”, are highly unlikely to be achieved to any degree by this project, nor does the DEIS demonstrate that this outcome would occur. Personal economic well-being for residents of southern Indiana will depend much more on improved educational opportunities, health care, housing, broadband access, and quality of life than on a new-terrain freight truck corridor.

Any project that seeks to increase connectivity for all residents of the project region must consider a broader, more multi-modal approach to transportation that serves all commuters, travelers, and local business needs.

The above concerns and criticisms are covered more fully in the following sections.

The Purpose and Need Statement also includes unsupported assumptions about the need for increased accessibility and connectivity. The Statement provides an apparently arbitrary determination that the “ideal” travel time between any two destinations is the time that it would take to travel the distance in a perfectly straight line between the two points at 50-60 miles per hour for the entire trip. It then looks at three origin points within the project area, and how long it is predicted to take in the year 2045 to get to between four and eight destinations with traffic, including destinations as far away as Chicago, Illinois. For each of these origin/destination combinations, the actual travel time was only between 1.1 and 1.8 times the “ideal” travel time. Actual travel time for no trip was more than a 50% increase on a direct, perfectly straight route at 50 miles per hour. Based on these numbers, the Statement concluded that there is an accessibility problem. This is an astonishing conclusion. Under this approach, there is an accessibility problem any time there is not a perfectly straight and direct 50-60 mile per hour (for the entire duration of the trip) transportation option between any two points. It would essentially require a highway entrance and exit ramp at everyone’s front door. This cannot be the basis for determining a need for a new highway project.

The Purpose and Need Statement provides a further surprise when it reveals that even in the year 2045, outside of the urban centers, there will only be very limited congestion in a few discrete areas in the study area. This is entirely inconsistent with the claimed need for a new project. While there is overwhelming evidence that new highway capacity does not solve congestion, it defies common sense to suggest highway construction to solve nonexistent congestion.

Impermissibly Narrow Purpose and Need Statement

Furthermore, the Purpose and Need Statement is impermissibly narrow and predetermines the outcome. Under NEPA, an EIS must include a solution-neutral purpose and need statement, so that alternatives are not eliminated simply because they are different from the proposed project. *Simmons v. United States Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997). The NEPA analysis cannot

adopt a limited purpose and need that acts as a “self-fulfilling prophecy” for this particular proposed highway project and that effectively precludes full and fair consideration of all reasonable alternatives, including non-highway alternatives. Id.

One of the stated purposes for the Mid-States Corridor Project is to “[i]mprove[] highway connections to existing major multi-modal locations from Southern Indiana.” By definition, only building a new or expanded highway can improve highway connections. This purpose therefore inappropriately forecloses non-highway alternatives. The Purpose and Need Statement must be re-written to be solution-neutral.

B. The environmental analysis is inadequate and demonstrates serious environmental harm from the preferred alternative and other alternatives

Preferred Route P will have significant impacts on regional ecosystems and the fish and wildlife habitats and natural areas found in this region.

The construction and presence of highways have many harmful effects on native wildlife.^{5,6,7} These effects include: mortality from road construction, mortality from collision with vehicles, modification of animal behavior, alteration of the physical environment, alteration of the chemical environment, and the spread of exotics. Specifically, highways can act as a barrier to wildlife movement and migration, fragment, alter or destroy habitats, increase risk of predation, and reduce genetic diversity among affected wildlife populations. The construction of any Mid-States highway on new terrain alignment will increase these impacts to wildlife in the project area.

As described in the DEIS, “Roadway networks and their effects on wildlife have been well documented in published literature (Forman and Alexander 1998, Trombulak and Frissell 2000, Donaldson 2005, Jaeger et al 2005, IOCOET 2001). Roads have been shown to reduce wildlife populations by direct mortality and habitat loss. Roads also cause habitat fragmentation, reduce habitat patch size and can make habitat required by some species inaccessible.”⁸

And, “Animal populations with low reproductivity rates, low density and large habitat requirements are most susceptible to the effects of a new roadway. Animals that avoid roadways and require different and/or specialized habitats may be impacted by habitat inaccessibility. Animal species that are habitat generalists or attracted to roads will be vulnerable to mortality from vehicle strikes. Species that avoid roads and are grassland or forest understory specialists will be impacted by fragmentation and habitat loss.”⁹

With a new-terrain Route P proposed to generally parallel existing US 231, animals will face double jeopardy when trying to move or migrate across two road corridors adjacent to each other.

During construction, sediment and petroleum-based substances from construction machinery can pollute surface and ground water.¹⁰ Runoff from a highway in use contains metals, solids and sediment, and petroleum hydrocarbons.¹¹ Spills from tanker truck accidents, involving chemicals, gasoline or other toxic substances may occur. Post-construction, there are also the added risks and costs of future collapses and repairs for the life of the highway.¹²

The Indiana DNR noted in one of its comment letters, “Road edges increase air pollution, soil erosion, noise, disturbance by human activity, and exotic species introductions, and may induce population changes in the vegetation and animal communities included in the areas of edge influence. These factors

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combine to create particularly deleterious habitat situations, and endanger the existence and perpetuation of all native species on the landscape.”¹³

More specifically, Route P is projected to have these impacts on the region’s communities, farms, forests, rivers and streams, homes and businesses.¹⁴

- Total right of way consumed: 2,500 acres to 3,200 acres
- Potential relocations (homes, farms, businesses taken): 109 to 149
- Farm acreage lost: 1,354 to 1,832 acres
- Forestland lost: 629 to 923 acres
- Stream miles altered or damaged: 8 to 11 miles
- Floodplain area lost: 419 to 607 acres
- Wetlands lost: 39 to 56 acres

Habitat fragmentation

Route P has the third highest of the 5 route alternatives in core forest areas and forest areas greater than 10 hectares disturbed, and the second highest number of named streams crossed. Specifically, up to 47 forest blocks over 10 hectares, and as many as 13 core forests, will be fragmented by Route P.¹⁵

Species of Greatest Conservation Need

Multiple comment letters from the Indiana Department of Natural Resources and the U.S Fish and Wildlife Service (contained in Appendix Z) describe the dozens of species potentially affected by all the Mid-States Corridor alternatives. These affected species and their proximity to Route P are compiled in Table 3.16-2 and Table 3.16-6 of the DEIS.¹⁶

For federally listed species, “[Alternative P] has the least favorable rating for protected species within two miles (11 species).”¹⁷

There are records of 37 state-listed species within the Route P alignment or within 1 mile of the Route P alignment; 24 of these species are endangered. Among these listed species are: six native bat species including the Northern long-eared bat, the Indiana bat, and the Gray bat; one fish (Lake sturgeon); five endangered birds including the Barn owl; one endangered frog, the Northern crawfish frog; and two endangered snakes (mentioned elsewhere).¹⁸

Buffalo Pond Nature Preserve, in the path of Route P, is the only known Indiana location of the endangered Western cottonmouth snake.¹⁹

The state and federally listed Copperbelly water snake (*Nerodia erythrogaster neglecta*) is recorded as present in the project area. “... there are Indiana Natural Heritage Data Center records in Dubois County associated with the Buffalo Pond Nature Preserve, Barnes- Seng Wetland Conservation Area and the Wening-Sherritt Seep Springs Nature Preserve.”²⁰

East Fork White River

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Route P would cross the East Fork White River just north of Haysville.

The East Fork White River, in Martin and Dubois Counties, has contained or still contains populations of five federally listed freshwater mussels:²¹

- Sheepsnose mussel (*Plethobasus cyphus*)
- Fat pocketbook mussel (*Potamilus capax*)
- Rough pigtoe mussel (*Peurobema plenum*)
- Fanshell mussel (*Cyprogenia stegaria*)
- Rabbitsfoot mussel (*Quadrula quadrula*)

According to a 2006 Indiana Department of Natural Resources report, White River Basin Survey: East Fork White River, 2003, “the EFWR fish community represents a highly diverse fish community that was comprised of at least 86 species, including one state endangered species (Lake sturgeon) and one state species of special concern (Spotted darter).”²² The East Fork White River, below Williams Dam, is particularly significant as the habitat for what is considered the only Ohio River strain of the Lake sturgeon (*Acipenser fulvescens*) remaining in the entire Ohio River drainage.²³ The Lake sturgeon, a long-lived fish that can reach 8 feet in length and weigh up to 300 pounds,²⁴ is currently being considered for federal listing.

In 2021, in response to a lawsuit filed by several non-profit organizations, a U.S. District Court Judge ordered the U.S. Fish and Wildlife Service to “... submit their 12-month finding [deciding whether to list the species] with respect to the Plaintiffs’ Lake sturgeon petition to the Federal Register by June 30, 2024.”²⁵

Climate Impacts

The loss of up to 1,000 acres of forestland, and the loss of as much as another 1,800 acres in farmland from this project will eliminate the carbon sequestration benefits of these lands. Coupled with the loss of roughly 1,800 acres of forestland and 4,000 acres of farmland due to the I-69 extension from Indianapolis to Evansville,²⁶ and the 9,073 acres of forestland lost from 2001 to 2016 in the eight project-area counties²⁷ through which the Mid-States right of way might pass, this would be a substantial cumulative impact on forest cover – and carbon sequestration capacity -- in southern Indiana. The loss of carbon storage in forests and farms would result from any new-terrain road construction.

Indirect (induced) Impacts

In addition to the direct impacts we have described above, new highways can induce indirect impacts and this is often one of the outcomes – in the form of new land development near highway interchanges -- of these projects. The DEIS estimates indirect or induced impacts at approximately 29 acres for Route P. This includes up to 11 acres of forest loss and 17 acres of farmland loss.²⁸ This equates to about 1% of the direct impacts to forests and farms from Route P.

In contrast, for the I-69 Evansville to Indianapolis highway, these additional impacts – in loss of acreage - - for forests, farmlands and wetlands ranged from 22% to 44% of the direct acreage impacts.²⁹

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If this indirect effects calculation is correct, it tends to confirm that the Mid-States highway will do little to stimulate new commercial or residential land development or increase regional GDP.

Specific high-quality natural areas and outdoor recreation sites affected:

Gantz Woods Nature Preserve

The 98-acre Gantz Woods Nature Preserve features a range of habitats typical of Daviess County, Indiana. There are short sandstone cliffs on the eastern end of the property, which are typical of the Shawnee Hills Natural Region. Following the stream to the west reveals a rich forest community that supports a high diversity of plants and animals, including scarlet tanagers, eastern box turtles and bobcats, along with many woodland plants such as Jack-in-the-pulpit, Dutchman's breeches and fire pink.³⁰ Gantz Woods is identified as the "Indiana Forest Bank Fee" property in the DEIS.³¹

This fairly new nature preserve – designated to protect sandstone cliff communities and forested stream valleys - would be directly affected by Route P, as the route corridor passes right through part of the preserve. The DEIS estimates 5 to 6 acres would be taken by the new highway³², but the entire property would be adversely affected. Even if Route P is built just outside the nature preserve boundary, it will have substantial harmful effects on the biological value of this preserve.

Wenning-Sheritt Seep Springs Nature Preserve

"The Wenning-Sheritt Seep Springs Nature Preserve northwest of Jasper contains high-quality, wet-mesic floodplain forest, upland forest, and marsh and acid seep communities."³³

West Boggs Park

West Boggs Park is a 1,600-acre Daviess/Martin County Park with a 622-acre lake. The park is popular for fishing, boating, swimming, camping and hiking.³⁴ The western bypass around Loogootee, as proposed with Route P, would potentially be located at the base of the dam of West Boggs Lake and encroach on the park property.³⁵ Noise, light and air pollution from fast-moving truck traffic on the new-terrain Route P would have a substantial, direct and harmful effect on the park's quality, affecting the peace and quiet and the natural surroundings of this high-quality nature and recreational park.

Buffalo Pond (Flats) Nature Preserve

"Buffalo Flats Nature Preserve is a high-quality forested wetland located in the Patoka River floodplain. This nature preserve provides substantial wildlife habitat and wildlife travel corridors." It is "the only known Indiana site for the Western Cottonmouth, one of two endangered snakes residing in Indiana. The other state-listed snake, the copperbelly water snake, has also been documented at Buffalo Flats Nature Preserve."³⁶

Barnes-Seng Wetland Conservation Area

"Barnes-Seng Wetland Conservation Area is a 146-acre tract of land in Dubois County. It is located south of Jasper, along the east side of Highway 231. The area is aimed at protecting and preserving areas where water exists, such as swamps, marshes, and bogs. The property provides some hunting opportunities along with preserving woodland and wetland habitat."³⁷

Mt. Calvary Wildlife Area (Martin County)

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The state-endangered barn owl has been sighted at Mt. Calvary.³⁸

Wetlands, Patoka River and East Fork White River

Wetlands Reserve Program land located east of Huntingburg would be affected by Route P.³⁹

Comments from resource agencies

All the state and federal natural resource and environmental agencies urged that preference be given to upgrading existing roads rather than building a new-terrain highway.

EPA recommendations in letter of September 12, 2019 to Michelle Allen

“Consequently, an acceptable Tier 1 preferred alternative might be a combination of existing roadway improvements on a variety of existing roadways throughout the 12-county study area (i.e., not just one 2,000 foot wide corridor/facility). We recommend further evaluation, analysis and discussion of this alternative in the Tier 1 study.”⁴⁰

Indiana Department of Environmental Management

“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.”⁴¹

Indiana Department of Natural Resources

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.”⁴²

U.S. Fish and Wildlife Service

“Furthermore, we recommend that new terrain alternatives be avoided to reduce impacts to natural resources and farmland, avoid habitat fragmentation, and minimize new stream and river crossings.”⁴³

C. The range of alternatives considered and evaluated is arbitrarily narrow; there was no full and fair consideration of non-highway alternatives

The alternatives analysis forms “the heart of the environmental impact statement.” 40 C.F.R. § 1502.14. *Simmons v. U.S. Army Corps of Engineers*, 120 F.3d 664, 670 (7th Cir. 1997). Under NEPA, an agency must “[r]igorously explore and objectively evaluate all reasonable alternatives,” including the alternative of no action. 40 C.F.R. § 1502.14.

The DEIS rejected further consideration of a local improvements alternative.⁴⁴ This is significant for many reasons, given that when travel time and safety benefits are compared to Route P, the completion of the local improvements would significantly reduce the differences in travel time and safety benefits compared to the differences between no-build and building Route P. Thus the comparison of alternatives would be much more meaningful if the outcomes of a local improvement alternative are included in all transportation and economic comparisons, instead of just in the tables in Appendix V.

The DEIS dismisses consideration of non-highway alternatives to the Mid-States highway.⁴⁵ This is a serious flaw in the planning process, given that many of the regional and local needs identified in scoping for this project cannot be addressed by building a new highway to serve automobiles and trucks.

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For example, housing needs will not be addressed by a new highway. For a county with very low unemployment, like Dubois County, the key to attracting more people to live and work there depends on quality housing availability and other factors discussed below.⁴⁶

The DEIS says, “Housing availability and workforce attraction are inseparable issues in this region. Manufacturing employers require large numbers of entry-level workers. These entry-level workers typically look for apartments or single-family homes. However, such housing is in short supply due to the lower profit margins and higher financial risks for builders. While it is outside the scope of a transportation project to address, this need is described here because it was cited repeatedly in interviews. (emphasis added)”⁴⁷

Weak population growth, or population loss, will not be addressed by the Mid-States Corridor. There are numerous considerations people make when deciding where to live, or whether to stay in their hometown, and the presence of a new freight truck corridor in southern Indiana will be low on the list. In contrast, regional economic programs intended to recruit more residents and businesses -- like the READI program -- focus on improving quality of life, including better educational opportunities, downtown redevelopment, improved health care, and outdoor amenities like parks and trails. “To achieve this vision, regions will develop data-driven, actionable and sustainable development plans that outline strategies focused on improving the quality of place, quality of life and quality of opportunity within their communities.”⁴⁸ Eight of the Mid-States Corridor study region counties are also part of the Indiana Uplands Region and its READI plan.⁴⁹

Personal income and poverty will be only marginally addressed by a new highway, particularly for those not directly involved in the trucking or distribution industries. The DEIS analysis of purported economic benefits including growth in regional GDP, improved personal income and lowered poverty is badly flawed, given that there is no comparison to a baseline when calculating these benefits.⁵⁰ Moreover, the metrics used for comparison – “million dollar-years” for GDP and personal income; “total job-years” for increases in employment⁵¹ – cannot readily be compared to existing economic data such as average per capita income or regional and local employment statistics, as reported by STATS Indiana.⁵²

“Table 1 summarizes the various economic impacts the different alternatives have in the 12-county Study Area. The benefits shown are cumulated over from 2038 to 2057 and hence presented in terms of million dollar-years or job-years. As seen from the table results, Alternatives C (expressway variation), P and M have positive economic impacts on the Study Area. Route P and M result in growth in the total employment and personal income in the 12-county Study Area.”

When evaluating the project’s core goal of connecting with major multimodal facilities, a freight railroad alternative or hybrid rail/road improvement alternative was not considered. Yet, destinations described for project connections include rail yards in Avon, Indianapolis, and river ports in Tell City and Jeffersonville.⁵³

For the project study area, freight rail connections already exist from the Jasper- Huntingburg area to Spencer County, Evansville, Jeffersonville/New Albany/Louisville (and Port of Indiana, Louisville airport), Princeton, and Tell City (Tell City Port). Loogootee is connected by rail to Indianapolis, via Seymour.⁵⁴

From the DEIS information, it is difficult to determine how a 3-minute maximum improvement in travel time ascribed to Route P (accounting for travel savings from expected local improvements) would

improve workforce accessibility for Jasper, for example. Are potential employees going to choose not to take an attractive job in Jasper because their commute time would be 33 minutes with no new highway instead of 30 minutes with a new highway?⁵⁵ For commuting times to Evansville, Bloomington, or Indianapolis --communities singled out in the DEIS⁵⁶ --a 3 to 5 minute savings in travel time will still not bring the commute time from Jasper or Huntingburg within the 30-minute commuting metric.

D. The purported travel time savings and safety improvements are minimal and do not justify building a new highway; nor does the analysis consider all elements of travel needs and concerns

Highway safety and crash reduction

Safety goals were withdrawn as a core goal as noted in Appendix CC: “The draft Purpose and Need identified crash reductions as a core goal of the project. Agency input noted that these crash issues are spread throughout the Study Area. This input also cited the limited ability of a single corridor to address these area-wide issues. In addition, on October 23, 2019 FHWA provided project staff with training in Indianapolis on Purpose and Need statements for transportation projects. This training emphasized that safety goals in Purpose and Need statements should focus on specific locations with safety deficiencies. Similar input was received from INDOT staff in late 2021 (see Section 5.1).”⁵⁷

Safety benefits were not quantified for the new-terrain alternatives analyzed in the DEIS, but only for the local improvements that were a component of each alternative.

“Specific crash reduction is a measure best quantified based on detailed design elements beyond the Tier 1 design level. Future detailed studies in Tier 2 will provide more detailed crash reduction performance based on additional design; however, safety evaluations were made for the local improvements for the purposes of evaluating potential reductions at this Tier.”⁵⁸

As a result of this limited analysis, the public has no way to know what percentage of safety benefits provided by each new-terrain alternative compare to the benefits produced just by the local road improvement component of each alternative.

We note that the local improvements for the US 231 corridor, evaluated as part of Route P, provide nearly \$8.4 million in annual safety benefits.⁵⁹

Travel time savings

Performance on two of the three core goals is measured by travel time savings.⁶⁰

Of note in the comparison of time savings among the alternatives is the low level of time savings between most of the origins and destinations.

For example:⁶¹

- Jasper to Indy saves 5 minutes maximum from a 143-mile trip;
- Jasper to Louisville save 3 minutes maximum from a 103-mile trip
- From Crane to Jasper, Rockport or Louisville – Rockport is the only destination with a meaningful travel time savings.

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The travel time savings to multimodal destinations, generally the same destination areas as those in the prior calculation, are therefore limited as well:⁶²

- Jasper to Avon CSX yard – same as to Indianapolis
- Jasper to Senate Ave. (Indianapolis) rail yard -- 5 minutes from a 140-mile trip
- Jasper to Tell City port --2 minutes saved from 54-mile trip
- Jasper to Port of Indiana -- 2 minutes saved from a 96-mile trip; to Louisville airport, 2 minutes saved from a 102 mile trip
- Crane to intermodal destinations – only destination with savings is the Tell City port

Perhaps the most notable data point is the claimed decrease in truck travel hours, given that this project is at its heart a freight truck highway. If built as a 4-lane highway, Route P would decrease annual truck travel hours – in year 2045 – by only 1% compared to not building a new highway.⁶³

Moreover, the aforementioned comparison does not tell the full story. The DEIS focuses on the comparison between building no new highway and construction of any of the 5 highway alternatives in evaluating travel time savings.⁶⁴ Yet since the local improvements component for the preferred alternative P is expected to occur whether or not a new-terrain road is constructed, the more appropriate comparison is between US 231 as improved and new-terrain Route P. When this comparison is made, the travel time savings are lowered to the point of being insignificant.

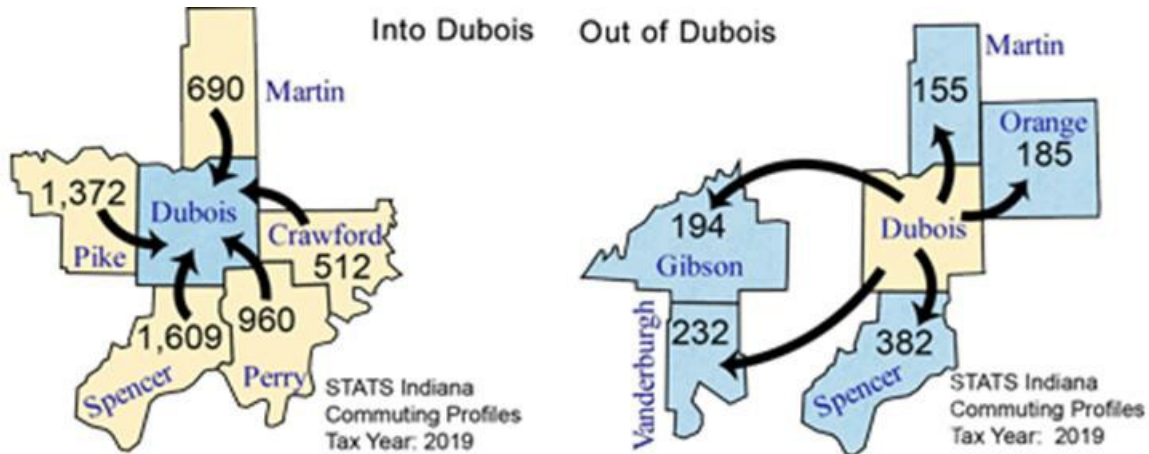
“Even though the Local Improvements do not provide congestion relief per se, they do offer travel time savings. The Local Improvements provide added passing opportunities, allowing both autos and trucks to pass slower-moving vehicles and complete trips more quickly.”⁶⁵

Accessibility and regional connectivity

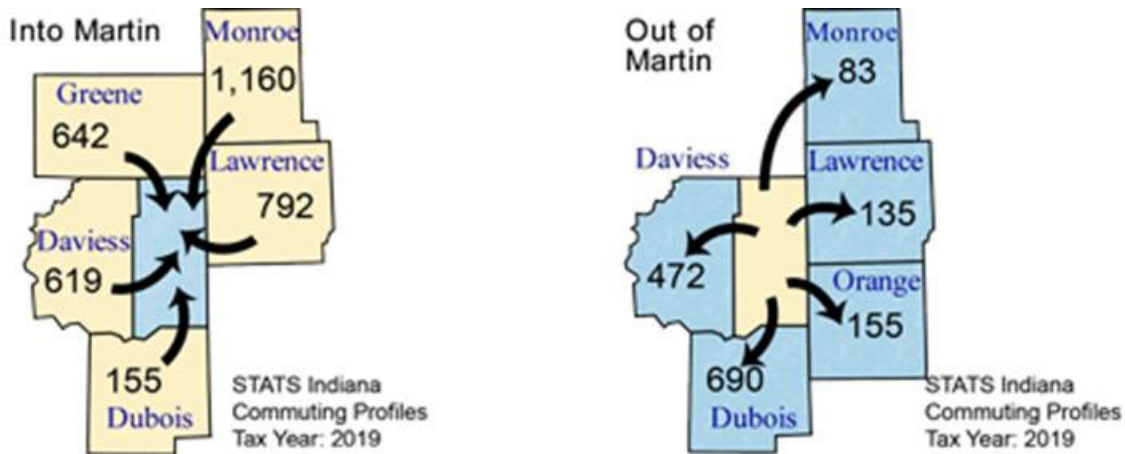
Apart from marginally faster connections along the north-south US 231 corridor, this project accomplishes little in improving regional connectivity in southern Indiana. As noted earlier, there are few meaningful improvements in travel time to destinations outside of the 231 corridor.

What’s more, none of the alternative routes address existing commuting patterns in the heart of the planning region.

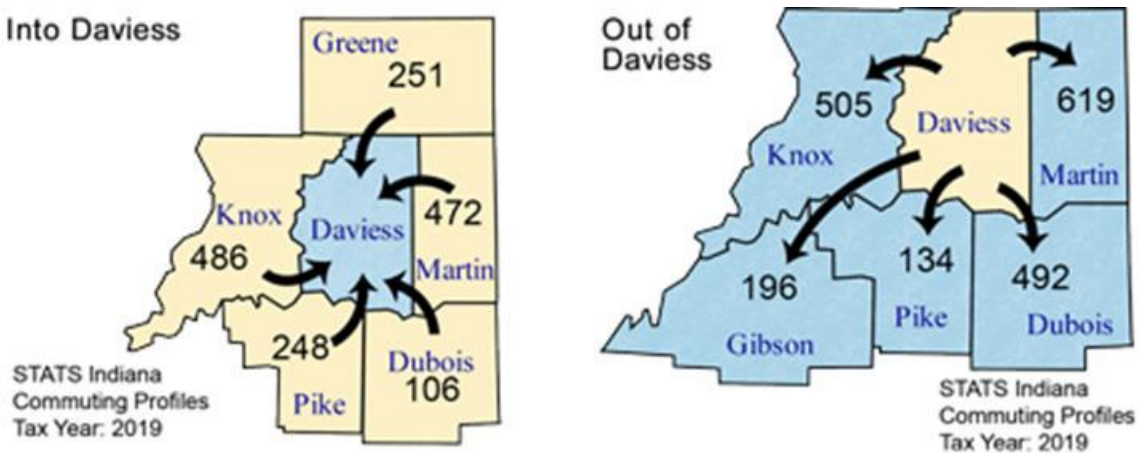
For example, looking at the commuting maps compiled by STATS Indiana (inserted below), over one-third of commuting trips to and from Dubois County travel east or west, not north or south. And commuting to and from Spencer County and Perry County into Dubois County already benefits from four-lane US 231 in Spencer County.



For Martin County, most commuting into the county is headed for Crane NSWC, which except for the small number of Dubois County commuters would not be improved by the Mid-States Corridor.



For Daviess County, preferred Route P would provide virtually no benefit from a connectivity standpoint. And Routes B or C, that would connect Dubois County to I-69 in Daviess County, perform poorly on other measures of project benefit. Daviess County is already connected north and south by I-69.



These commuting patterns were not described or evaluated in the DEIS, even though they directly relate to the questions of workforce accessibility and personal connectivity.

Completing a missing link

The following comment reported in Appendix CC and identified as a key theme developed from public input -- Lack of North-South Connectivity throughout 12-County Study Area --deserves a response.⁶⁶

“A north-south connection in this region could serve as the “missing link” in a major transportation artery connecting Northern Indiana with Kentucky, Nashville and as far south as Mobile, Alabama.”

There is no “missing link.” This comment ignores the fact that northern Indiana is already well-connected to Kentucky, Nashville, and Mobile, Alabama via I-65, I-69, I-74/I-75, and US 41.

E. The purported economic benefits are not convincingly demonstrated

The analyses and other documentation in the DEIS do not support the assertion that the Mid-States Corridor will provide the claimed economic benefits. And as noted earlier, most of the economic concerns raised in project scoping cannot be directly improved by a new highway, particularly the narrowly-focused freight truck highway contemplated by this study.

The GDP, income, and employment improvement data presented in Table 1 is not compared to existing data, and therefore it is not possible to determine if these are meaningful improvements.⁶⁷ The nature of the data also makes comparison to existing data from other sources (STATS Indiana for example) difficult if not impossible.

Other than the modeling program used to determine these “improvements”, there are no studies or other documentation provided to demonstrate how the highway produces the claimed benefits.

It is also critical to examine the assumption that increased highway access will lead to economic growth. Although the first interstate highways had significant economic benefits, as more and more highways were built, the additional benefit brought by each decreased significantly. According to a study conducted for the Federal Highway Administration, the “net social rate of return on total highway capital was high . . . in the 1950s and 1960s, then declined considerably . . . In [the] 1980s the rates of return on total highway capital and private sector capital seem to have converged.”⁶⁸ In other words, spending tax money on highways has no greater net economic benefit than not collecting that tax in the first place would.

A report by the RAND Corporation reviewing literature on economic impacts of highways stated that “in a developed economy with a comprehensive highway system, such as that of the United States, it is inappropriate to expect that each highway investment will have large positive economic effects.”⁶⁹ Instead, “highway infrastructure varies greatly in its economic effects, and these effects can be highly context-specific.”⁷⁰ The Congressional Budget Office’s February 2016 report on federal highway spending also acknowledged decreased economic returns on spending on highways, and noted that “[j]ust because highway infrastructure can have . . . positive economic effects does not necessarily mean that it will. Roads, bridges, or other forms of transportation to sparsely populated places or little used infrastructure may provide few of the benefits, let alone enough to offset the costs.”⁷¹

Moreover, the Purpose and Need Statement explains that the project area has a combination of higher than average poverty, but relatively low unemployment. While the Statement seems to argue that there are unfilled jobs that could be filled by increased transportation, the high poverty rate suggests that the jobs that exist in the area are low-paying, and that may be the real reason that workers are not commuting into the area. Indeed, bringing in more workers could have the unintended consequence of driving down wages in light of increased labor supply.

F. The DEIS does not justify why this project should proceed when earlier studies were rejected

“On January 27, 2014, a Federal Register Notice withdrew both the 2004 DEIS and the 2011 SDEIS. It stated, “Due to a reevaluation of the traffic information, the project is no longer warranted and the Notice of Intent is rescinded.” This earlier project focused on local needs within Dubois County. The Study Area was approximately 50 square miles, consisting of a two-mile wide band within Dubois County. The Mid-States project’s goals and performance measures are broad and regional in scope. The Mid-States Study encompasses a 12-county Study Area with an area of approximately 4,779 square miles, nearly 100 times larger than the US 231 project Study Area. Although the Mid-States project is very different from the Dubois County US 231 project, some of its information will be useful for the Mid-States project.”⁷²

Notwithstanding this disclaimer in the DEIS, the purported outcomes from building Route P fall far short of justifying the project, as described earlier in these comments.

G. Policies and Guidance in the new Bipartisan Infrastructure Law are not considered

The DEIS does not reference the new U.S. transportation law enacted in November 2021 – the “Infrastructure Investment and Jobs Act”, or Bipartisan Infrastructure Law --even though it became effective well before the release of the DEIS.⁷³

Nor does the DEIS consider the Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, released in December 2021.

As described in the FHWA Memorandum, “The intent of this guidance also is to ensure that the funding and eligibilities provided by the BIL will be interpreted and implemented to the extent practicable under statute, to encourage States and other funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable.”⁷⁴

In part, this policy “..prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways.”⁷⁵

CONCLUSION

As described above, the Purpose and Need statement for building Route P for the Mid-States corridor is flawed, the project would provide minimal benefits, even in its principal role as a freight truck corridor

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and would provide few other travel or economic benefits that would justify spending \$735 million to \$1.05 billion.

The DEIS and other supporting documents provide no reason to choose a route to the east harming sensitive forest and karst ecosystems, or to the west fracturing rich farms, forests and wetlands or to degrade such lands to the north to meet the stated purpose and need for this project, when targeted roadway and bridge safety improvements to existing US 231 and other existing highways in the region, along with select non-highway alternatives including freight rail, that may provide equivalent improvements in personal mobility, freight movement and access have not been fully analyzed. Improvements to transportation infrastructure should be focused on improving the movement of people and goods rather than solely the movement of motor vehicles.

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.

1 DEIS, Appendix CC, page 5

2 See Core Goals 1 and 7 and their comparison of benefits.

3 DEIS, Appendix CC

4 DEIS, Appendix CC

5 Forman, Richard T.T., Alexander, Lauren E., Roads and their Major Ecological Effects, Harvard University Graduate School of Design, Annual Review of Ecology and Systematics, Volume 29, 1998

6 Hill, Jacob, The Environmental Impact of Roads, <https://www.environmentalscience.org/roads>, accessed March 21, 2020

7 Trombulak, Stephen C., Frissell, Christopher A., Review of Ecological Effects of Roads on Terrestrial and Aquatic Communities, Conservation Biology, Pages 18–30, Volume 14, No. 1, February 2000

8 DEIS, Chapter 3.25, page 2

9 DEIS, Chapter 3.25 page 2

10 Water Quality And Quantity Impacts Of Highway Construction And Operation: Summary And Conclusions, Michael E. Barrett, Joseph F. Malina, Jr., Randall J. Charbeneau, Research Report Number 1943-7F, Texas Department of Transportation by the Center For Transportation Research Bureau Of Engineering Research, The University Of Texas At Austin, March 1996

11 National Academies of Sciences, Engineering, and Medicine 2006. Evaluation of Best Management Practices for Highway Runoff Control. Washington, DC: The National Academies Press.
<https://doi.org/10.17226/23211>.

12 Weary, David J., The Cost of Karst Subsidence and Sinkhole Collapse in the United States Compared with Other Natural Hazards, U.S. Geological Survey, The 14th Sinkhole Conference, U.S. National Cave and Karst Research Institute, October 2015

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- 13 DNR comment letter from J. Matthew Buffington, Division of Fish and Wildlife, September 12, 2019
- 14 DEIS, EIS Summary Table ES-1
- 15 DEIS, Chapter 3.25, Table 3.25-3
- 16 DEIS, Chapter 3.16, Tables 2 and 6
- 17 DEIS, Chapter 5, page 9; DEIS, Table 3.16-2
- 18 DEIS, Chapter 3.16, Table 3.16-6
- 19 Scott Pruitt, Field Supervisor, U.S. Fish and Wildlife Service letter to Jason DuPont, September 10, 2019
- 20 DEIS, Chapter 3.16 page 24
- 21 Scott Pruitt, Field Supervisor, U.S. Fish and Wildlife Service letter to Jason DuPont, September 10, 2019
- 22 White River Basin Survey: East Fork White River, 2003, Kevin Hoffman, Assistant Research Biologist, Division of Fish and Wildlife, Indiana Department of Natural Resources, 2006
- 23 Lake Sturgeon Monitoring in the East Fork White River, 2014 Wildlife Science Report, Division of Fish and Wildlife, Indiana Department of Natural Resources, pages 13-15
- 24 Lake Sturgeon, Michigan Sea Grant, <https://www.michiganseagrant.org/topics/ecosystems-and-habitats/native-species-and-biodiversity/lake-sturgeon/>, accessed March 21, 2020
- 25 Memorandum Opinion and Order, U.S. District Court for the Northern District of Illinois, in Center for Biological Diversity, et al., v. Deb Haaland, et al., Cause No. C 1227, September 14, 2021
- 26 Appendix HH, Comparison of Tier 1 And Tier 2 Impacts For Key Resources, Tier 2 Environmental Impact Statement, I-69 Section 6 Martinsville to Indianapolis, September 26, 2017
- 27 National Land Cover Database, Forest Acres Change for Indiana counties, Indiana Forest Action Plan 2020 Update, <https://www.in.gov/dnr/forestry/files/fo-Forest-Action-Plan2020.pdf>
- 28 DEIS Appendix Q, Table 1
- 29 Tier 1 Record of Decision, I-69 Evansville to Indianapolis, Indiana, Federal Highway Administration, U.S. Department of Transportation, March 21, 2004, and Appendix HH, Comparison of Tier 1 And Tier 2 Impacts For Key Resources, Tier 2 Environmental Impact Statement, I-69 Section 6 Martinsville to Indianapolis
- 30 <https://www.nature.org/en-us/get-involved/how-to-help/places-we-protect/gantz-woods-nature-preserve/>
- 31 DEIS, Appendix GG, page 5 and Figure 17
- 32 DEIS, Appendix GG, page 5

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33 Scott Pruitt, Field Supervisor, U.S. Fish and Wildlife Service letter to Jason DuPont, September 10, 2019

34 West Boggs Park website, <https://westboggs.com/>

35 DEIS, Appendix GG, page 5 and Figure 9

36 Scott Pruitt, Field Supervisor, U.S. Fish and Wildlife Service letter to Jason DuPont, September 10, 2019

37 <https://www.in.gov/dnr/fish-and-wildlife/properties/glendale-fwa/>

38 <https://avibase.bsc-eoc.org/checklist.jsp?region=USinmn01>

39 DEIS, Appendix GG, page 5 and Figure 16

40 Kenneth Westlake, Office of the Regional Administrator, U.S. EPA Region 5 comment letter to Michelle Allen, September 12, 2019

41 Brian Wolff, Branch Chief, IDEM Office of Water Quality letter to Jason DuPont, September 12, 2019

42 DEIS, Appendix V page 20

43 Scott Pruitt, Field Supervisor, U.S. Fish and Wildlife Service letter to Jason DuPont, September 10, 2019

44 DEIS, Appendix V page 3

45 DEIS, EIS Summary page ES-7

46 DEIS, Appendix CC page 31

47 DEIS, Appendix CC page 31

48 Indiana Economic Development Corporation, <https://www.iedc.in.gov/program/indiana-readi/about#skip-header>

49 Indiana Economic Development Corporation, <https://www.iedc.in.gov/program/indiana-readi/about#skip-header>

50 Appendix B, TABLE 1: MID-STATES CORRIDOR ECONOMIC PERFORMANCE MEASURES SUMMARY, DEIS

51 Appendix B, TABLE 1: MID-STATES CORRIDOR ECONOMIC PERFORMANCE MEASURES SUMMARY, DEIS

52 STATS Indiana, the statistical data utility for the State of Indiana, <https://www.stats.indiana.edu/>

53 DEIS, Appendix A, Table A-9

54 State of Indiana 2021 Rail System Map

55 Table A-5 shows total population and increase in population within 30-minute travel time within the major employment centers for no-build and each of the 10 Mid-States alternatives.

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56 DEIS, Appendix CC, page 31

57 DEIS Appendix CC page 18

58 DEIS Appendix A, Page 9

59 DEIS, Appendix V page 12

60 DEIS, Appendix A

61 DEIS, Appendix A Tables A-1 to A-4

62 DEIS, Appendix A Table A-9

63 DEIS, Appendix A Table A-6

64 DEIS Appendix A; DEIS Chapter 2

66 DEIS, EIS Summary page 31

67 DEIS, Appendix B Table 1

68 M. Ishaq Nadiri & Theofanis P. Mamuneas, Contribution of Highway Capital to Industry and National Productivity Growth 115 (Sept. 1996), available at <http://www.fhwa.dot.gov/reports/growth.pdf>.

69 Howard Shatz, et al., RAND Corporation, Highway Infrastructure and the Economy, 58 (2011), available at http://www.rand.org/content/dam/rand/pubs/monographs/2011/RAND_MG1049.pdf.

70 Id. at iii.

71 Congressional Budget Office, Approaches to Making Federal Highway Spending More Productive, 16-17 (Feb. 2016), available at https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/50150-Federal_Highway_Spending.pdf.

72 DEIS Appendix CC page 9

73 HR 3684, An Act To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

74 U.S. DOT, FHWA Memorandum, Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, December 16, 2021

75 U.S. DOT, FHWA Memorandum, Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, December 16, 2021

Response

Thank you for submitting the Hoosier Environmental Council's detailed comments on the Mid-States Corridor Tier 1 DEIS. Your comments have assisted us in providing a more focused Final Environmental Impact Statement (FEIS). Please refer to the conclusion to these responses for a listing of modifications to the FEIS which address several of your comments.

Our responses are organized by the main headers (labeled A through G) in your comment. We also added section H to address comments in your April 14, 2020 letter incorporated by reference in your comments. We provide responses to points raised in the comments' Conclusion.

A. The Purpose and Need Statement is impermissibly narrow and leads to selection of a preferred alternative with limited benefits.

The following summary points are offered by way of introduction to the responses in this section.

- The Purpose and Need was determined through a robust process, with the following key components:
 - Review of key policy guidance documents. These included federal transportation legislation (MAP_21), Indiana's prioritization of major transportation projects throughout Indiana (2014 Blue Ribbon Panel on Transportation Infrastructure) and INDOT's 2045 Long Range Transportation Plan (published in 2019).
 - Five regional transportation studies conducted over a period of 15 years.
 - A regional needs assessment with detailed technical assessments of transportation flows and economic data and forecasts.
 - Wide ranging input from economic and business stakeholders throughout the Study Area.
 - Extensive input from the public, stakeholders and agencies. This comment cites a modification to the Purpose and Need after its release as a draft document. This was in response to input from the Federal Highway Administration (FHWA).

Please refer to **Chapter 1 – Purpose and Need** in this FEIS for details. These points are cited to demonstrate the robust development process for the Purpose and Need.

In addition, a very wide range of alternatives was considered by the study. These include:

- A range of conceptual highway corridors throughout Southern Indiana. Please refer to FEIS **Appendix C – Preliminary Alternatives Development**.
- Two alternatives consisting entirely of upgrades of existing highways. Please refer to FEIS **Section 2.5.1 – Reconsideration of Alternative R** and **Appendix V – Local Improvements Analysis**
- Three non-personal vehicle transportation alternatives. These included transit and passenger rail, freight rail and autonomous vehicles. Please refer to Non-Highway Alternatives Analysis Appendix in FEIS **Appendix D – Screening of Alternatives**.
- Fifteen non-transportation alternatives. Please refer to Non-Highway Alternatives Analysis Appendix in FEIS **Appendix D – Screening of Alternatives**.

Regarding the assertion that local improvements would meet much of the identified needs “without harm or high cost,” the following information is offered. Regarding local improvements on US 231, please refer to **Standard Response 2.2**. These were identified as having potential to address local congestion and safety needs, not the core project goals supporting improvements in regional accessibility. FEIS **Section 2.4.2.2** states about these improvements, “(They) Do not constitute standalone alternatives. By themselves they would not satisfy the core goals of the Purpose and Need.”

Standard Response 2.2 also summarizes the costs, benefits and impacts of a Study Area-wide **Local Improvement Alternative**. It consisted of 18 separate improvements on six different highways. It would not address the project core goals while having noteworthy impacts. These include 133 acres of forest impacts, 15 acres of wetland impacts and 68 relocations.

The Purpose and Need was supported by extensive supporting analysis, including the detailed technical assessments of transportation flows, detailed analysis of economic data and government forecasts for these data, public and stakeholder input and agency input. See FEIS **Section 1.4 – Needs Assessment** and **Section 1.5 – Public and Agency Input**.

The assertion that the project's benefits would accrue only to business interests in Jasper and Huntingburg is not correct. The performance measures for **Goals 1, 2, 4, 5, 6 and 7** all measure benefits throughout the 12-county Study Area. FEIS **Section 1.6 – Project Goals and Performance Measures** has been edited to describe more clearly the regional nature of the project benefits.

Regarding the assertion that Goals 1 and 7 “represent the same outcome,” the following information is offered. These origin-destination pairs represent different needs. Each was specifically identified during the interviews of economic and business stakeholders. See Accessibility Analysis Appendix in **Appendix CC – Purpose and Need Appendix**. To the extent that some O-D pairs are similar, they represent input identifying two major categories of trips. For example, one of the 11 O-D pairs used for Goal 1 is Jasper to Indianapolis, while one of the 12 O-D pairs used for Goal 7 is Jasper to Indianapolis Airport. Goal 1 measures access to major business markets and Goal 7 measures access to major intermodal centers. It is appropriate to use both measures. They assess two different needs (access to business markets versus access to important intermodal connections).

Regarding the comment about “regional connectivity in Southern Indiana” as the “third core goal.” Goal 7 is the third core goal. It measures connectivity to major intermodal centers which provide access to points outside of Southern Indiana.

Secondary goals were included because these were cited in the various input processes to the Purpose and Need. Congestion is confined to limited urban areas. It is not suitable as a core goal for a major regional project. Follow up consultation with FHWA provided guidance that safety as a goal should be focused on discrete, site-specific issues. See **Appendix CC – Purpose and Need Appendix** for details. Economic development was identified as a secondary goal because transportation is only one of several necessary components to support economic development. Please refer to FEIS **Table 1-4** for more information about core and secondary goals.

Regarding studies for potential projects conducted over the last two decades focusing on congestion within Dubois County, the following information is offered. This comment appears to refer to the 2004 DEIS and 2011 Supplemental DEIS for a bypass of Huntingburg and Jasper. Please refer to **Standard Response 1.2**. As it states, these two studies are for a different project. The Study Area for these earlier studies was a two-mile band approximately 50 square miles in area. The Mid-States project is a regional project with a 12-county Study Area of over 4,700 square miles.

Regarding the ability of the project to provide safety benefits throughout the Study Area, please refer to **Standard Response 2.4**. It states that **Alternative P** is forecasted to lead to a reduction of 400 to 600 crashes annually. These crash reductions will be realized throughout the Study Area.

Regarding secondary economic development goals, the following information is offered. As the comment notes, there are many factors besides transportation which support economic development. This is a major reason that economic development is a secondary goal. Other factors cited in this comment are outside of INDOT's areas of responsibility. Please refer to **Standard Response 2.1**, which states that by law, most major sources of transportation funding are not available for needs such as health care, housing and broadband access. It should be noted that while economic development is a secondary goal, **Alternative P** supports the highest level of economic development of all alternatives.

Standard Response 2.1 also describes how a number of non-highway and non-transportation alternatives were considered in the DEIS.

Regarding the origin-destination points used in the regional accessibility analysis, the following information is offered. These were identified after an extensive interview and input process. Please refer to the Accessibility Analysis Appendix in **Appendix CC – Purpose and Need Appendix**. It summarizes in two tables how each origin-destination pair was identified, citing the individuals or entities who recommended them. Details of how this input was obtained are also contained within the Accessibility Analysis Appendix within **Appendix CC**. The accessibility analysis was focused using this extensive input process.

The comparison of actual and potential travel times between these key origin-destination pairs was a focused analysis based upon the specific input process described in the previous paragraph. It provides a comparison metric between alternatives.

The Purpose and Need did not identify the purpose of the project as congestion relief. This is a secondary goal, representing an "other desirable outcome." See FEIS **Section 1.6**, especially **Table 1-4**. Please refer to **Standard Response 2.1** under the header of *Absence of Congestion*. It states, "In rural areas, transportation needs often relate to system linkage, not roadway capacity. System linkage describes the existence of suitable transportation facilities serving major travel flows. Lack of system linkage can produce high travel times and low accessibility between major destinations, even if roads are not congested."

Key components of the purpose and need analysis identified the need to expedite freight movements, including those involving intermodal connections. When these needs were evaluated against non-highway and non-transportation alternatives, the scope and scale of such non-highway alternatives were found to be too limited, not regional or (in some cases) non-existent within the Study Area. Please refer to **Standard Response 2.1** for details.

B. The environmental analysis is inadequate and demonstrates serious environmental harm from the preferred alternative and other alternatives.

Many of the comments in this category imply that any new terrain alternative would have unacceptable impacts, suggesting that any project with any noteworthy environmental impacts should be excluded from consideration. Please refer to **Standard Response 2.1**, which cites the Supreme Court holding that NEPA does not elevate environmental considerations above performance and cost considerations.

This EIS considers several non-new terrain alternatives, in addition to many non-highway and non-transportation alternatives cited previously. Please refer to **Standard Response 2.2**, which explains that multiple upgrades to existing US 231 as a stand-alone alternative are not able to adequately satisfy the

project's purpose and need. Please refer to **Standard Response 2.3**, which explains that **Alternative R**, an upgrade of existing US 231 from I-64 to I-69, was unable to adequately satisfy the project's purpose and need. It also had more than twice the level of relocations as any other alternative, as well as significant potential impacts to cultural resources. Please refer to **Standard Response 2.12**, which summarizes the evaluation of an area wide **Local Improvement Alternative**. It consisted of 18 improvements on six different highways. It performed poorly on core goals.

INDOT has made extensive efforts to avoid and minimize impacts, while recognizing that impacts, at times significant, are required to address the project purpose and need.

Regarding impacts of highways to native wildlife, the following information is offered. Please refer to **Standard Response 3.25.1**. As it describes, the impacts of **Alternative P** to ecosystem and habitat are significantly lower than the two other alternatives, **Alternative M** and **Alternative O**, which adequately satisfy the purpose and need.

Regarding the impacts of runoff during construction, the following information is offered. Please refer to FEIS **Section 3.12 – Construction Impacts**, in particular **Section 3.12.2.3 – Groundwater and Karst** and **Section 3.12.2.5 – Erosion Control**. Please refer also to **Standard Response 3.20.1**. These sections describe the INDOT Best Management Practices (BMPs) which are implemented during construction. Safeguards include filtering rainwater runoff, steps taken if listed species are encountered, protection of bare or disturbed soils, erosion control to protect rivers, stream and wetlands, drinking water protection, roadside filters, buffer zones around aquatic resources, minimizing tree and vegetation clearing and construction vehicle maintenance. Some of these provisions address safeguards for construction in karst areas, but are generally applicable as best practice in all construction projects.

Standard Response 3.20.1 also cites many of the measures described in the previous paragraph as safeguards which will be included in the completed project. It also should be noted that **Alternative P** will be constructed using current INDOT design standards. Traffic using it, especially freight traffic, will travel on a safer facility. It will be built to higher design standards than most other roads in the Study Area. This will tend to lessen incidents which could result in groundwater contamination.

Regarding the listing of impacts, **Alternative P** has the lowest impacts among the three alternatives (**Alternative M**, **Alternative O** and **Alternative P**) which adequately address the purpose and need for most resources. These include relocations, total right-of-way, forests, streams and wetlands. It has the second lowest impacts to floodplains among the alternatives which adequately address the purpose and need. **Section 5.2** of the FEIS has been updated to call greater attention to the lower impacts of **Alternative P** among alternatives which adequately address the purpose and need.

Regarding habitat fragmentation, **Alternative P** has the lowest impacts among alternatives which adequately address the purpose and need. See **FEIS Table 3.21-2**, which shows that **Alternative P** has significantly lower impacts to forest and core forest than **Alternative M** and **Alternative O**.

Regarding impacts to species of greatest conservation need, the following information is offered. FEIS **Table 3.16-2** shows that the three alternatives which adequately address the purpose and need have similar potential impacts to federally-listed species. These range from nine for **Alternative M** to 11 for **Alternative P**. **Table 3.16-6** shows that these same three alternatives have potential impacts to state-listed species ranging from 41 for **Alternative P** to 50 for **Alternative O**. In Tier 2 environmental studies

and engineering assessments, INDOT will continue close cooperation with the US Fish and Wildlife Service and the Indiana Department of Natural Resources to minimize these impacts.

Regarding species identified as associated with the East Fork of the White River, the following information is offered. **Section 3.16.7 – Summary (of the Threatened and Endangered Species Section)** states, “The number of federally-listed species with known records in the general vicinity of preferred Alternative P is comparable to potential impacts for Alternatives M and O, including the Indiana bat, northern long-eared bat, gray bat, little brown bat, tri-colored bat, fanshell mussel, sheepsnose, rough pigtoe, fat pocketbook and salamander mussel.” The rabbitsfoot mussel likewise is discussed in **Section 3.16**. Any impacts to these aquatic species would be confined to the vicinity of the existing US 231 bridge over the East Fork of the White River. Regarding the Lake Sturgeon, **Section 3.16.6** states that although the downstream extent of the breeding reach of Lake Sturgeon is approximately 8 miles upstream of the existing US 231 bridge, IDNR has on occasion tracked tagged individuals as far downstream as the US 231 bridge.

FHWA has initiated formal consultation with the US Fish and Wildlife Service under Section 7 of the Endangered Species Act. The Biological Assessment and Biological Opinion documenting this formal consultation are provided in FEIS **Appendix PP** and **Appendix QQ**, respectively. As **Section 3.16.6** notes, formal consultation will continue into Tier 2. These efforts will continue to avoid, minimize and mitigate direct and indirect impacts to species and their habitats.

Regarding climate impacts, the following information is offered. As already noted, **Alternative P** generally has lower impacts to key resources than the other two alternatives which adequately address the purpose and need. With regard to the impacts of **Alternative P** to farmland and forested land, its combined impacts to these two resources are smaller than those of either **Alternative M** or **Alternative O**. See also **Appendix RR** which analyzes the Greenhouse Gas (GHG) emissions associated with project impacts, construction and changes in travel patterns. It discusses the greater carbon sequestration benefits of **Alternative P** compared to **Alternative M** or **Alternative O**.

Regarding indirect impacts, the following information is offered. The commenter notes that forecasted indirect impacts of the Mid-States Corridor project are less than those for the I-69, Evansville-to-Indianapolis project. **Alternative P** is approximately 54 miles in length; see **Table 5.1**. By comparison, the I-69 project is over 140 miles in length. The indirect impacts for all Mid-States alternatives were forecasted using the TREDIS suite of economic forecasting tools. Please refer to **FEIS Appendix B – Economic Performance Measures and Methods** for details about the TREDIS tool. Regarding the level of economic benefits offered by **Alternative P**, economic development is not a core goal of this project. Economic development represents an “other desirable outcome” and was not used to identify a preferred alternative.

Regarding specific high-quality natural areas and outdoor recreation sites affected, minor impacts to several may occur from the project. These sites are discussed in **Chapter 4 – Section 4(f) Impacts, Section 3.27 – Managed Land Impacts** and/or **Appendix GG – Managed Land Impacts Appendix**. Alignment planning took care to avoid impacts to these locations. Impacts were minimized where they were unavoidable. Each of the referenced sites are listed below.

- **Gantz Woods Nature Preserve.** Potentially, five to six acres of this site would be impacted by **Alternative P**. This property does not enjoy protection under Section 4(f) of the Department of

Transportation Act. Continued coordination to minimize impacts will occur during Tier 2. See FEIS **Section 4.2.5**. Minimizing impacts to contiguous forest resources is considered in **Section 3.21 – Forest Impacts**, specifically **Section 3.21.2.6 – Fragmentation**. Efforts to minimize impacts to contiguous forest will continue during Tier 2 NEPA studies.

- **Wenning Sherritt Seep Springs Nature Preserve.** This site is approximately two miles from **Alternative P**. Earlier alternatives portrayed in the Screening of Alternatives may have impacted this location. Those alternatives no longer are under consideration.
- **West Boggs Park.** There is less than one acre of the park located within the **Alternative P** working alignment. This Park is a Section 4(f) resource. INDOT will engage in joint development planning with the Daviess-Martin County Park Board to minimize any impacts, including noise, light or vehicle emissions. Any potential use of this resource is anticipated not to exceed a *de minimis* level. See FEIS **Section 4.2.2**. Such a determination will be made during Tier 2 NEPA studies.
- **Buffalo Pond Nature Preserve.** This site is located approximately 450 feet west of the **Alternative P** working alignment. No impacts or constructive uses of this facility are anticipated.
- **Barnes-Seng Wetland Conservation Area.** Local Improvement 2, which is a part of all alternatives, would impact approximately two acres of this site. The locations of the Local Improvements are conceptual, and will be finalized in Tier 2 studies, including avoidance and minimization efforts associated with this resource.
- **Mt. Cavalry Wildlife Area.** This site is located east of **Alternative P**, approximately one-half mile east of its working alignment.
- **Wetlands, Patoka River and East Fork White River.** These potential impacts are documented in FEIS **Section 3.27.3.2**. Depending upon the facility type, between 4.6 and 10 acres of wetlands could be impacted. These wetlands are part of the Wetlands Reserve Program, by which private landowners receive financial and technical assistance to protect, restore and enhance wetlands on their property. Avoidance, minimization and compensatory mitigation for wetlands impacts will be made during Tier 2 NEPA studies.

Several comments from resource agencies are cited which asked that new terrain alternatives be minimized and/or improvements be restricted to existing road alignments. In direct response to these comments, such an alternative was evaluated. It was designated as the **Local Improvement Alternative**. See **Section 4 – Evaluation of Local Improvements – All Routes in Appendix V – Local Improvements Analysis**. It had low performance on project core goals. Based upon its poorer performance on core goals compared to lower-level variations of other alternatives, the **Local Improvement Alternative** was removed from further consideration.

In addition to the **Local Improvement Alternative**, the introduction to this section of responses describes two other alternatives which consisted of upgrades to existing highways. These alternatives all were removed from further consideration due to low performance, and in the case of **Alternative R** high impacts to key resources.

- C. **The range of alternatives considered and evaluated is arbitrarily narrow; there was no full and fair consideration of non-highway alternatives.**

Before responding to specific comments, we would like to respond to an overall theme in this section. In various ways, these comments request that every potential alternative be fully evaluated, in detail.

NEPA provides for a process of identifying a wide range of potential alternatives, developing those into conceptual alternatives, narrowing those into a set of preliminary alternatives and then finally screening those to a reasonable range of alternatives which are fully analyzed in the EIS. Alternatives suggested in this section generally are already considered in the EIS at various levels of detail. They have been found to be limited in scale, the responsibility of entities other than INDOT, unable to be implemented in the project area and/or not able to address the project's core goals.

Regarding considering the **Local Improvement Alternative** at the same level of detail as **Alternative P** and other detailed alternatives, the following information is offered. The analysis of the Local Improvement Alternative in **Appendix V** considered its performance on all core goals, impacts to key resources (acres of right-of-way, floodplains, wetlands, streams, forests, karst, farmland, relocations) and cost. This analysis was sufficient to determine that due to low performance on core goals, it could be eliminated from further consideration without further analysis.

The comment states that detailed consideration of non-highway alternatives is required to address "regional and local needs identified in scoping for this project." Many needs in the Study Area were brought to the Study Team's attention. A rigorous process identified three core goals for the project. It is not practical that this project or any undertaking address all perceived needs in this project's large Study Area.

For more information, please refer to **Standard Response 2.1**. It notes that responsibilities vary among units of state and local governments. These units of government fund a variety of public needs. Budgets for varied priorities such as education, housing, public safety, outdoor recreation and environmental protection are determined in the federal, state and local appropriations processes from available fund sources, many of which are restricted in purpose based on their revenue source. By law, most major sources of transportation funding are not available for appropriation for non-transportation purposes.

Standard Response 2.1 also addresses that certain needs fall under the purview of county and local governments. These include housing construction, electrical utility development, local utility improvements and land use plans and policies.

Regarding the economic development benefits of the project, the following information is offered. Please refer to **Standard Response 2.6**, which describes the substantial benefits provided by **Alternative P**. As it describes, economic benefits represent an "other desirable outcome," and are not considered in identifying a Preferred Alternative.

An alternative involving freight railroad improvements was considered by the project. Please refer to **Section 3.2** in the Non-Highway Alternatives Analysis Appendix in FEIS **Appendix D – Screening of Alternatives Report**. It was found that freight rail serves only certain industries which transport larger volume, higher-weight goods whose movement is not time-sensitive. In addition, freight rail service is provided by private corporations whose decisions to expand or contract service are based upon market conditions. Freight rail service is provided based upon these corporations' business judgment. Measurements of access to intermodal rail terminals recognizes the locations where market conditions result in rail facilities for intermodal shipments.

Regarding the origin-destination performance measures in Goal 1, the following information is offered. Your comments and those of others identified that these performance measures should be expanded to

reflect the significant concentration of businesses in northeastern Jasper, as well as the travel benefits realized along the existing US 231 corridor. In the FEIS, performance measures for Goal 1, *Increase Accessibility to Major Business Markets*, have been expanded to include the following origin-destination pairs.

- Northeast Jasper to Indianapolis
- Northeast Jasper to Crane
- US 231/I-64 to US 231/I-69

In addition, the following performance measures have been added to Goal 7, *Increase Access to Major Intermodal Centers from Southern Indiana*.

- Northeast Jasper to CSX Avon Yard
- Northeast Jasper to Senate Avenue Yard
- Northeast Jasper to Indianapolis International Airport

These added performance measures provide a more robust assessment of the benefits offered by **Alternative P** and other alternatives.

- D. The purported travel time savings and safety improvements are minimal and do not justify building a new highway; nor does the analysis consider all elements of travel needs and concerns.**

Highway Safety and Crash Reduction

Regarding FHWA's guidance on safety, please refer to **Standard Response 1.1**.

Each alternative was evaluated for its safety benefits. Please refer to **Standard Response 2.4**. **Alternative P** is forecasted to result in 400 to 600 fewer crashes per year, reducing annual crash costs in the Study Area by \$26 million to \$39 million.

Travel Time Savings

Regarding the measurements of travel time savings, please refer to the earlier response which describes the added travel time performance measures provided in the FEIS. This enhanced analysis provides a more complete assessment of travel time benefits for Goal 1 and Goal 7.

Regarding the magnitude of truck hour savings in the Study Area, the following information is offered. The one percent savings cited in the comment translates into as much as 37,000 hours of annual truck savings. See FEIS **Section 2.6.1.1.2** which documents that this translates into business savings of millions of dollars, annually. This dollar value has been added to the FEIS in response to this and other comments.

Regarding the computation of core goal benefits and the role of local improvements, the following information is offered. FEIS **Section 2.4.2.2** explains that these are part of each alternative, and must be approved as part of **Alternative P**. They are not part of the "no build" scenario. They will occur only as part of the eventual construction of **Alternative P**.

Accessibility and regional connectivity

Regarding the assessment of commuting patterns, the following information is offered. The maps and associated annotations assert certain commuting patterns are better served by **Alternative P**. We agree with this observation. A single corridor cannot serve travel patterns in all directions. The labor force access performance measure for Goal 1 captures the ability of each alternative to serve commuting flows to and from five major employment centers. These include Jasper, Crane, Washington, French Lick and Bedford. The comment notes that **Alternative P** serves some commuting flows better than others. We agree with this observation. This is true of all alternatives. For this reason, each alternative is evaluated on its ability in the aggregate to improve access to all five employment centers.

This is one of many performance measures associated with the core goals. When all core goal performance measures are considered in the aggregate, **Alternative P** has the best performance. See FEIS **Table 5-2**.

Completing a missing link

The comment asserts that there is no need for an additional improved north-south connection in the Study Area. It cites this finding in FEIS **Section 1.4.2.2 – Regional Business and Economic Input**. The need for improved north-south connectivity in the Study Area was made by multiple business and economic leaders during the development of the Purpose and Need. See also **Section 4.2.2.3 - Lack of North-South Connectivity throughout 12-County Study Area in Appendix CC – Purpose and Need Appendix, Economic Interview Appendix**. The need for improved north/south connectivity was cited repeatedly in these interviews. Twelve of the 18 organizations interviewed cited the need for improved north-south connectivity. These organizations include Elliot Stone, Cook Group, Dubois County Airport Authority, Dubois Strong, Farbest Foods/Wabash Valley Produce, Jasper Engines and Transmissions, Lincolnland Development Corporation, Meyer Distributing, Mulzer Crushed Stone, OFS Brands, Perry County Port Authority and Purdue Foundry at Westgate. Roads cited in the comment, such as US 41 at Evansville or I-75 at Cincinnati, are not reasonable choices for north-south travel to and from the Study Area.

The comment pointed out a typographical error in **Appendix CC** of the DEIS. The sentence with the error was cited in this comment. It states, “A north-south connection in this region could serve as the “missing link” in a major transportation artery connecting Northern Indiana with Kentucky, Nashville and as far south as Mobile, Alabama.” This statement was in error. It has been corrected in the FEIS **Appendix CC** to read, “Other comments noted that a north-south connection in this region could serve as the “missing link” in a major transportation artery connecting Southern Indiana with Kentucky, Nashville and as far south as Mobile, Alabama.” The need cited was for improved connections from *Southern* (not “Northern”) Indiana.

E. The purported economic benefits are not convincingly demonstrated.

This response is prefaced by stating the economic development is not a core goal of the Mid-States project. Economic development represents an “other desirable outcome.” The selection of **Alternative P** as the Preferred Alternative did not consider economic development as a criteria. It should be noted that **Alternative P** has the highest performance on economic development measures of any alternative. Please refer to FEIS **Table 2-13**.

TREDIS (<https://tredis.com>) is used to forecast the economic benefits of project alternatives. TREDIS is the most widely used tool in North America for assessing the economic impacts of transportation projects. TREDIS calculates the economic impacts, benefits and costs of proposed projects, programs and policies. It is a comprehensive decision support system that spans economic impact analysis and financial analysis, as well as freight and trade impact analysis. It is used throughout the United States, Canada and Australia. It has been used by over half of state transportation departments in the United States, as well as dozens of urban areas (<https://tredis.com/use-cases/tredis-clients>). TREDIS is the standard tool INDOT uses to assess the economic benefit of transportation projects.

The comment asserts that the relationship between expanded transportation facilities and economic development in the United States has changed in the last 50 to 70 years. We agree with this observation. TREDIS is a state-of-the-practice tool which is regularly updated and reflects current market, business and logistical practices.

F. The DEIS does not justify why this project should proceed when earlier studies were rejected.

The comment provides an extensive quote from the DEIS. That comment asserts that because another study did not proceed beyond the DEIS stage, that the Mid-States Corridor Project should not go forward. That earlier DEIS was for a very different project. That earlier project was confined to Dubois County, and had a Study Area roughly 100 times smaller than the Mid-States project. Please refer to **Standard Response 1.2** regarding the role of previous studies. As it notes, any pertinent environmental and engineering information from these and other earlier studies have been incorporated into the Mid-States project.

G. Policies and Guidance in the new Bipartisan Infrastructure Law Resources to Build a Better America are not considered.

The requirements of the law and policy cited provide that greater emphasis should be given to improving existing highways. These requirements were addressed in detail by consideration of several alternatives in this EIS. These alternatives focused entirely or predominantly on upgrades of existing roads and bridges in the Study Area. These alternatives include:

- **Local Improvements Alternative** documented in **Appendix V**. This alternative consisted of 18 separate local improvements on 6 different Study Area highways.
- **Alternative P₂₃₁** documented in **Appendix V**. This alternative combined an upgrade of US 231 in Martin, Daviess and Greene counties with a new terrain road in Dubois County.
- **Alternative R**, which was fully evaluated in the FEIS in response to comments on the DEIS. This alternative consisted of an upgrade of US 231 between I-64 and I-69.

Each of these alternatives had low performance on project core goals. In addition, **Alternative R** has the highest relocation and cultural resource impacts of any alternative. For these reasons, these alternatives were removed from consideration at various stages of the analysis.

This comment points out that these extensive analyses did not explicitly cite the 2021 Bipartisan Infrastructure Law, as well as the Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, released in December 2021.

The FEIS has been updated to cite that these alternatives were considered in direct response to that law's requirements. In addition, the December 16, 2021 memorandum cited in the comment has been superseded by a February 23, 2023 memorandum with the same title. The 2023 memorandum emphasizes that maintaining existing roads and highways in a state of good repair is an important priority for Federal funding. It states in part, "FHWA recognizes and values the authority and role of the States in deciding how to prioritize the use of their Federal-aid highway dollars and will continue to administer funds and programs consistent with all requisite statutory requirements and considerations." It also contains no language discouraging the use of Federal-aid highway dollars for new road and bridge construction.

Incorporation of HEC April 14, 2020 by Reference

At the beginning of these June 14, 2022 comments, the commentor requests that its April 14, 2020 letter be considered by reference as part of its comments. This earlier letter repeats many points in this current submittal, or have been addressed in other ways. The following responses are offered to the comments raised in the April 14, 2020 letter.

Request that project activities be suspended due to the then-recent COVID outbreak.

After the release of the Screening of Alternatives in early 2020, project activities were delayed to assess the effect of the pandemic. The DEIS was not issued until two years later. See FEIS **Section ES.3.1 – Decisions Impacting Consideration of Alternatives**. It describes that the COVID-19 pandemic began near the release of the screening report for this study. By the time of the release of the DEIS, driving patterns normalized compared to pre-pandemic levels. Major reductions in vehicular travel occurred in 2020 during detailed analysis of alternatives for the DEIS.

Uncertainty related to the extent and duration of these conditions and their impact to motor fuel tax revenue and future capital expenditure for INDOT led to two key decisions prior to the DEIS. First, freeways were removed from consideration as a facility type. Second, the selection of facility type, either expressway or Super-2, has been deferred until Tier 2. The purpose of these decisions was to reduce capital expenditures and afford greater flexibility in Tier 2. This resulted in benefits and impacts being provided as a range rather than a discrete value in this FEIS.

Mid-States Purpose and Need Statement (Including Consideration of Non-Highway Alternatives)

These comments encompassed several pages of the letter. They addressed the preliminary Purpose and Need Statement (August 2019). This input was considered in finalizing the Purpose and Need in the DEIS. Responses to key points in this section are as follows:

- **Lack of strong economy in the project area.** The Purpose and Need Statement does not make such an assertion. Rather, it asserts that portions of the Study Area have strong economies. In preparing the Purpose and Need, interviews were conducted with a number of key businesses and business development organizations. These interviews are documented in the Draft Purpose and Need Statement. A key finding of these interviews is that area businesses require significant improvements in accessibility for economic growth to continue.

- **Assumption that population decline in rural areas is inevitable.** The letter states that transportation investments should be focused on “already developed areas.” It also cites a statement from the Congressional Research Service (without context) that there is a “question of whether some areas undergoing long-term population loss now have too many roads and bridges.” INDOT’s transportation investments must consider needs in both urban and rural areas. Taken to its logical conclusion, this statement suggests INDOT should focus its investments to a very large degree only in urban areas.
- **Accessibility analysis.** The comments were considered in finalizing the accessibility needs analysis in the DEIS Purpose and Need. It also must be noted that the accessibility needs analysis is based on extensive interviews throughout the project area, as well as the model-based technical analysis.
- **Role of safety and congestion relief.** Based upon follow-up coordination with FHWA, the DEIS did not retain safety as a core goal for the Purpose and Need. Please refer to **Standard Response 1.1** for details. Congestion relief is a secondary goal in the Purpose and Need. Both safety improvements and congestion relief represent “other desirable outcomes” and were not used to select a Preferred Alternative.
- **Consideration of Non-Highway Alternatives.** The letter states that Non-Highway alternatives were not adequately considered. The Non-Highway Alternatives Appendix to the **Screening of Alternatives Report** considered 18 non-transportation and non-highway alternatives. It demonstrated that none of them could address the Purpose and Need, in particular its core goals. Please refer to **Standard Response 2.1** for further information.
- **Impermissibly Narrow Purpose and Need Statement.** The assertion that the Purpose and Need is impermissibly narrow was based primarily upon the assertions that non-highway alternatives were not adequately considered. These comments state that freight rail should be studied in detail as an alternative to highway transportation. The economic development interviews for this project identified trucking (sometimes to and from existing intermodal centers) as the foundation of business transportation. Two interviewees (Dubois Strong – June 11, 2019 and Meyer Distributing – June 26, 2019) specifically cited freight rail as not an appropriate primary transportation mode for area businesses. Factors cited include that trucking is vital for Just In Time (JIT) transportation which is essential to most area manufacturers. Rail deliveries are not an option for JIT manufacturing.

Continued Consideration of Alternatives in the Northeast Family

The majority of the letter is devoted to objecting to further consideration of **Alternative M** and **Alternative O** in the Northeast Family. It stated that these alternatives have higher impacts to resources such as forest, karst and listed species. Although both alternatives performed adequately on the project goals, they were not selected as the Preferred Alternative for many of the reasons cited in the April 2020 letter.

These alternatives were retained in the DEIS for the following reasons.

- **The need to evaluate a range of reasonable alternatives.** Not considering **Alternative M** or **Alternative O** could have been characterized as failing to consider a range of reasonable alternatives. These alternatives enjoyed significant stakeholder support. As the DEIS demonstrated, they had adequate performance on project goals.

- **Comparison of costs, impacts and benefits.** A preferred alternative is chosen based upon consideration of costs, impacts and benefits. The assertions made in the letter are correct, that the impacts to several key resources are higher for alternatives in the Northeast Family. These impacts were documented in the **Screening of Alternatives Report**. The detailed analysis in the DEIS was needed to determine whether these alternatives offer superior performance in costs and/or benefits to offset these higher impacts to key resources.

Conclusion

The comment concludes by urging exclusive consideration of improvements to existing roads and bridges, pedestrian and bicycle facilities, trails, rural transit, intercity bus service and intercity rail service. The preceding responses have detailed that these actions were considered and found to not address the project core goals. In some cases (improvements to existing roads and bridges) they had high impacts to key human environment resources.

INDOT also would like to thank the Hoosier Environmental Council for comments which resulted in improvements to the FEIS. These include:

- **Section 1.6 – Project Goals and Performance Measures** as well as related sections of the DEIS have been edited to emphasize the regional nature of the project goals.
- **Section 5.2 – Identification of the Preferred Alternative** has been edited to emphasize the lower impacts of **Alternative P** among alternatives which adequately address project goals.
- **Section 2.6.1.1 – Core Goal Performance Measures** has a more robust analysis of performance on Goal 1 – Increase Accessibility to Major Business Markets and Goal 7 – Increase Access to Major Intermodal Centers from Southern Indiana.
- **Section 2.6.1.1 – Core Goal Performance Measures** provides business cost savings associated with annual savings in truck hours.
- **Appendix CC – Purpose and Need Appendix** has been updated to correct a misstatement pointed out by Section D of this comment.
- **Appendix V – Local Improvement Analysis** documents that these and related analyses address the provisions of the 2021 Infrastructure Investment and Jobs Act.

Lowe, Julia – Sierra Club, Hoosier Chapter

0 – Summary

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

Please accept and consider the concerns that I have about the Mid-States Corridor project and please oppose the project or rather, support the “No Build” option.

At this moment of uncertainty during climate change, any project that disturbs the ecology of our state should be heavily vetted and especially a project of this enormous scope. Wetlands are important for filtering our drinking water and for controlling flooding and of course to support wildlife. Southern Indiana is beautiful and unlike any other part of our state. Please view our intact forestland, wetlands and diverse ecology as a resource in the rapidly changing climate.

As the Executive Committee Chair of the Sierra Club Hoosier Chapter I attended the Orleans Town Hall Meeting to support the “Coalition Against Mid-States Corridor”. Since then, I have helped to organize and to speak out against this new terrain highway project at the Mitchell Town Hall meeting and both Town Hall meetings in Loogootee. I called your office and invited you or a representative to attend the last Town Hall meeting in Loogootee and listen to the concerns of the People.

As a Hoosier and a voter from southern Indiana, I support the “Coalition Against the Mid-States Corridor” and the facts they have brought to light of an imbalance of power regarding this project due to the enactment of Senate Bill 128 in 2017, (SB128). I support the hundreds of people that have written to you, called you and attended Town Hall meetings to tell you that they are against this idea of a highway.

My hometown is Mitchell, Indiana where “Route O” is positioned on the Lochmueller Group DEIS maps. At this moment, that is all this is an idea. Early on this might have been thought of as a great idea by those that crafted it that would benefit many, including the people that would live and work near the new terrain highway and perhaps benefit the whole state. But since January the people of Indiana that will lose their homes, businesses and multi-generational farms have demonstrated at every town hall meeting why this is not true. This highway is not needed and not wanted, say the citizens of Indiana, your constituents.

Sources that are driving this proposal are biased and most of the funding for this DEIS was given anonymously and has not been shared with the public. These anonymous donors are from businesses and companies that stand to gain from this project while many more stand to lose. The Draft Environmental Impact Statement. (DEIS) was prepared poorly and “Need” has not been established. The “No Build” option was not explored. There are no reasons listed for “No Build” and the “Need” is

Mid-States Tier 1 DEIS Comment

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essentially baseless and at best under-supported. The DEIS does not include “studies of need” because they were not performed and as it stands, does not include sufficient facts to support the need. The DEIS lacks inclusivity because the landowners were not heard and not included in decisions that were made by the regional development authority, (RDA) and therein lies the imbalance of power between the Indiana Legislature and the People.

Even though Senate Bill 128 was enacted, that does not give the drivers of this project the right to force this project on landowners. This is still just an idea and it can be stopped. When hundreds of your constituents stand up and say that this new terrain highway is “NOT NEEDED, NOT WANTED” I would hope as the leader of our democratic state, that you would listen and act in the best interest of most Hoosiers.

In my research to support my statements, I found this article written by Alan Rosenthal in 1999, (<https://www.ncsl.org/research/about-state-legislatures/the-good-legislature.aspx>) In my opinion this offers a very effective guide and measure of the effectiveness of our legislature and should be used as a resource for Governors and State Legislators. “The challenge is to remain true to the fundamental purposes of representative democracy and the legislative system. For legislatures to be good they must carry out the functions we expect of them in our system of representative democracy. The principal ones are balancing power, representing constituencies and making laws. The constitutional system and the legislature ought to provide for substantial political equality, that is, ‘one person, one vote.’

By enacting SB128, an inequality of the balance of powers has been allowed to slip by. In the long term, “We the People” intend to work to repeal SB128. If this project is allowed to come to fruition then it will be true that the People have been intentionally excluded from the democratic process by legislators and by the Governor. In the short term and in order to rectify this imbalance, the Governor can and should consider enforcing the “No Build” option for the Mid-States Corridor new terrain highway.

Response

Portions of the comment make identical or very similar statements at multiple locations in the comment. The response addresses the first occasion such a statement is provided.

Regarding consideration of the No Build Alternative, please refer to **Standard Response 2.9**. Please also refer to FEIS **Section 5.1.6 – No-Build Alternative**. The No-Build Alternative has been fully considered in the analysis of costs, benefits and impacts. It is the standard against which all alternatives are assessed. The FEIS shows that Preferred Alternative P provides an appropriate trade-off of benefits with costs and impacts. The No-Build Alternative does not address any of the needs for improved regional accessibility.

Impacts to wetlands, forest and ecosystems are analyzed and considered in the FEIS. Please refer respectively to **Standard Response 3.18.1**, **Standard Response 3.21.1** and **Standard Response 3.25.1**, respectively.

Regarding the state legislation which authorized the creation of Regional Development Authorities (RDAs) throughout Indiana, please refer to **Standard Response ES.1**. It describes that RDAs may be created throughout Indiana to support airport projects, commuter transportation or other rail projects, regional transportation authority projects, economic development projects, intermodal transportation

Mid-States Tier 1 DEIS Comment

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projects and regional trail/greenway projects. The Mid-States RDA was the source of funding for this Tier 1 EIS.

Regarding the status of **Alternative O**, it was not chosen as the Preferred Alternative due to its high costs and high impacts to key natural resources. Please refer to FEIS **Section 5.1.4 – Alternative O**.

Regarding the Project's Purpose and Need, the following information is offered. The Purpose and Need was determined through a very robust process, with the following key components:

- Review of key policy guidance documents. These included federal transportation legislation (MAP_21), Indiana's prioritization of major transportation projects throughout Indiana (Blue Ribbon Panel on Transportation Infrastructure) and INDOT's Long Range Transportation Plan.
- Five regional transportation studies conducted over a period of 15 years.
- A regional needs assessment with detailed technical assessments of transportation flows and economic data and forecasts.
- Wide ranging input from economic and business stakeholders throughout the Study Area.
- Extensive input from the public, stakeholders and agencies. This comment cites a modification to the Purpose and Need after its release as a draft document. This was in response to agency input from the Federal Highway Administration (FHWA).

Please refer to **Chapter 1 – Purpose and Need** in this FEIS for details. These points are cited to demonstrate the robust development process for the Purpose and Need.

Regarding the project's robust public input process, please refer to **Standard Response 7.2**. The public input process allowed many opportunities for all stakeholders, property owners and other members of the public to receive information and provide input throughout the study process.

The article cited discusses one viewpoint about how the state legislative process should function. This is outside the scope of this project, and no response can be offered. Likewise, no response can be offered regarding efforts to modify existing state laws.

Sternberg, John – Jasper Outdoor Recreation Association

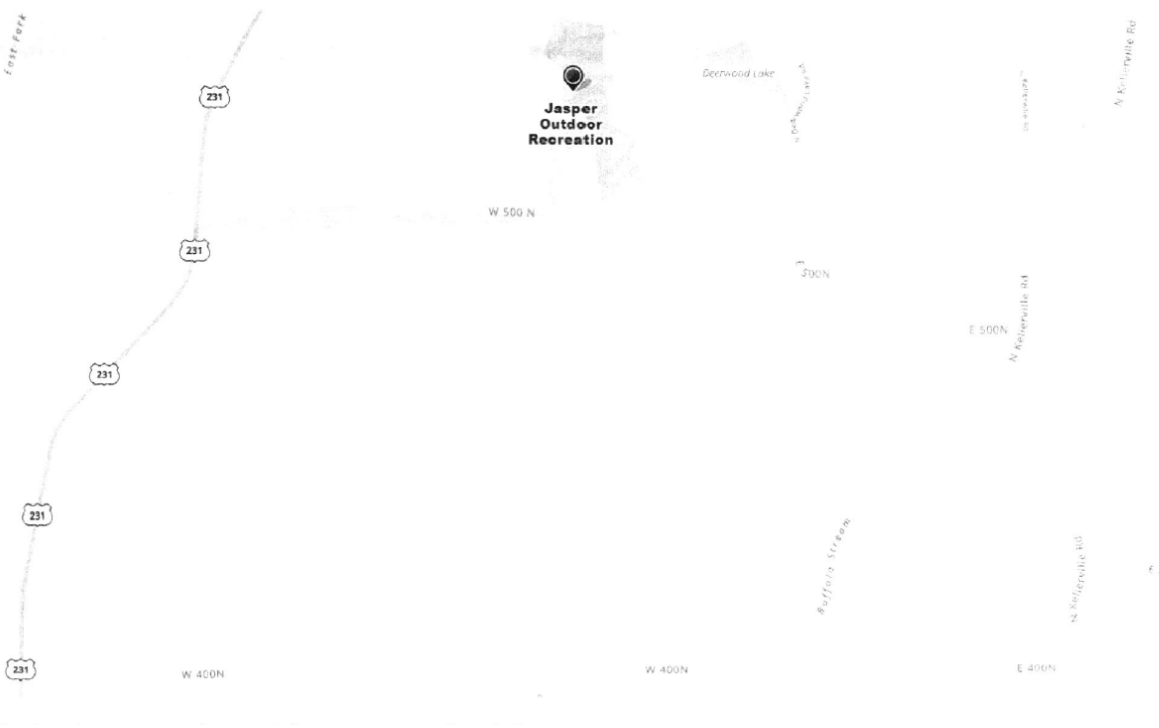
3.7 – Traffic Impacts

Comment

My name is Don Sternberg, I am a Director at the Jasper Outdoor Recreation Association. I have been assigned by our Board of Directors and Officers to discuss our strong opposition to the Mid States Corridor project and the preferred alternative P route.

Our club is located on the north side of Jasper and the main access to the club is from highway 231 via County Rd. W 500 North. Our club has approximately 1150 card carrying members, has 24 camping sites with electric and water hookups, a rental facility that can accommodate up to 400 people, three outdoor shelter houses for picnicking, hiking trails, and 2 lakes for fishing.

We have significant concerns about accessibility for our members and guests with the preferred alternative P route cutting off access to our club from highway 231. Last year our club had 320 campers use the club property and the rental facilities were used over 100 times for weddings, graduations, birthdays, anniversaries, and yard sales. The amount of traffic that is generated from these activities at the club is substantial. This would require all our members and guests to access the club grounds from the east, anyone that might be familiar with stretch of road would be concerned. See Below image.



Eliminating access from Highway 231 to the club via W 500 N would be detrimental to the club and would be a safety risk for anyone attending events or camping.

Response

Mid-States Tier 1 DEIS Comment

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Local access decisions will be made in Tier 2 studies, and are not being made as part of this Tier 1 EIS. Please refer to **Standard Response 3.7.1**. Making decisions about local access is one of the important components of Tier 2 studies. These decisions will be made in consultation with local property owners. Every effort will be made to maintain existing travel patterns. Input such as this is important for making access decisions in Tier 2 studies.

Melchior, Jeanne

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

I oppose the planned new terrain "Mid-States Corridor because it is not only wasteful, but also unnecessary and unethical. It would sacrifice one genuine need, which is a clean and unpolluted environment. It would do that also at the expense of farmland and forests, along with the rural lifestyles of local residents, farmers, and small businesses in the towns along the route-all this to primarily expand the fortunes of a very few, most of whom don't live in the region.

The need statement "business and personal regional connectivity in Dubois County and Southern Indiana" refers to the long-distance trucking industry who sponsored this study. However, Indiana is already number one for transportation connectivity in the United States. As Pete Buttigieg pointed out in The Herald April 15, 2022, "Indiana ranked first for pass-through mileage in highways... and Indiana was ranked in the top five of infrastructure in the list of best states doing business for the past few years." It is also already possible to get to all "major multi-modal locations", as well as around the towns and communities, not to mention pretty much everywhere in the country on existing roadways. What is not stated is the fact that Indiana ranks close to last in environmental protections. Clearly, this highway is not needed.

It's important to note that despite being located along no high speed highway, Dubois County has one of the best employment statistics in the state, and has had for years. Property values are soaring, and median incomes are above average. Indiana as a whole is also prospering.

The Tier 1 Study also failed to identify why saving a few minutes of time getting to Indianapolis is a need, rather than an egocentric desire. Again, the numbers for this are rooted in the industry generated proposal for a yet another north/south route designed to avoid urban areas. Again, this would not benefit any of the local residents, other than perhaps a few who would live close to an exit. Slowing down would also help prevent accidents, and make us healthier.

In addition, the premise that this new highway would affect the local perceived congestion problems is false, since the major industries and businesses are all over both sides of Jasper and Huntingburg, as well as elsewhere in the region. Several recent studies have found that new highways do not solve congestion problems. RMI, a non-partisan, non-profit organization that works to improve energy systems had this to say in a 2021 report: "Despite a decades-old theoretical understanding that road

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expansion eases congestion, new projects continue to be justified on these grounds. Road expansion projects have failed to deliver the promised benefits, while evidence continues to mount that they exacerbate traffic and associated pollution." Links attached elsewhere.

The Mid-Sates Tier 1 Study failed to look at the genuine needs of everyone as we move into increasingly into an uncharted and wildly unpredictable future. Sadly, the potential long-term need for cropland, and the genuine necessity for protecting productive prime farmland, forests, unpolluted air, and water were not considered. The stakeholders in the community were bypassed as well, for the local people in the towns as well as the more sparsely populated rural areas were also not consulted as to whether or not this study should even proceed. This Tier 1 study took this proposal for granted despite the fact that it was devised and proposed by biased pro-industry, pro-development studies which did not include the genuine needs of the people who already live here, work here, or visit here. This does not make it a need.

Dating back through several studies, to The Donohue Study of the late 1980s, in which US 231 corridor was eliminated as a potential route for I-69, to the Rust Study of the mid-1990s which looked at a simple bypass of Jasper and Huntingburg, followed by the Earth Tech Study of the early 2000s, opposition has been strong, and a need found to be wanting. Then came the Cambridge Systematics Study which identified a long distance I-67 route once again with the same results. It is the same pro-growth, business-as-usual group comprised of only a handful private interests who have refused to give up and have been lobbying for this the entire time.

For over 30 years, the people of this community have been fighting one unnecessary and divisive highway plan after another. And this one is no exception, Many people, from local farmers to foremost scientists, recognize that the current focus on endless economic growth is antithetical to natural laws which govern this planet is NOT progress, and NO mitigation exists for the losses. Local communities thrive best when the people work together for a common cause. To ensure a viable future, we need to strengthen that community spirit throughout the region, not rupture it further by building yet another wildly expensive highway that would be paid for by the next generations.

I have talked with many people in the community, and virtually all of them are opposed to this highway. I speak on behalf of all those opponents who are reluctant to speak out for various reasons. And I stand with all the people in the region who are calling for a commonsense alternative to stay on the original alignment, fix the problems which currently exist, and take this plan off the table.

In these unpredictable times, it's time to heed the Precautionary Principle rather than spend another 7 million dollars to try to justify this proposed new highway instead of focusing on local needs for a collective future. It's time to refuse to leave a ravaged planet with unfixable problems to the next generation and work together for positive change that benefits everyone.

I have included detailed comments and documentation for the above in the attached document.

[https://fannland.org/wp-content/uploads/2020/05/AFT_Ag_Land-Conversion_Federal - Policy Recommendations Summary-FINAL.pdf](https://fannland.org/wp-content/uploads/2020/05/AFT_Ag_Land-Conversion_Federal-Policy_Recommendations_Summary-FINAL.pdf)

[https://www.historians.org/about-aha-and-membership/aha-history-and-archives/gi-roundtable-series/pamphlets/em-35-shall-i-take-up-farming-\(1945\)/are-there-good-reasons-for-being-a-farmer](https://www.historians.org/about-aha-and-membership/aha-history-and-archives/gi-roundtable-series/pamphlets/em-35-shall-i-take-up-farming-(1945)/are-there-good-reasons-for-being-a-farmer)

<https://www.fbfs.com/learning-center/here-s-to-america-s-farmers-and-ranchers>

<https://www.fb.org/viewpoints/fanners-feed-the-world-while-protecting-natural-resources>

<https://nffc.net/what-we-do/farmers-and-the-environment/>

Travel time and safety

Travel time savings are mainly geared to the long distance trucking industry. This would come at the expense of rural residents who would likely have local routes blocked, routes changed, and a further distance to go about their daily business. The idea of constructing a highway to benefit Fed X or UPS and other long-distance carriers does not warrant the displacement of local people, the damage to local businesses, much less the exorbitant cost. Is it the responsibility of the taxpayers to fund such services that offer no benefit for them other than making a few people, many from outside the area, wealthier? This EIS clearly needs to look at who benefits and who loses.

The safety "need" is irrelevant as this highway would not replace an existing alignment, which would still carry all the old traffic, and could pose even more risks to rural residents who would have to cross it. In addition, it could also affect school bus routes and ambulance times as well as create problems for rural residents. In addition, Even the NHTSA admits that nearly all accidents involve driver error.

<https://one.nhtsa.gov/people/injury/research/udashortrpt/background.html>

If built, this highway would not decrease local congestion, but would add more traffic on the original route

One reason for this is that the industrial and business sites in both Jasper and Huntingburg, are located all over both towns. There is no single area designated for these sites, and increasingly the industrial sites are being located on the west side of both Jasper and Huntingburg-on the opposite sides of both towns to the proposed new highway. No study was done on just how many of the trucks passing though were not there for business purposes. I am guessing that nearly all of them were doing business in the local area of one sort or another. There are other long distance north/south highways nearby, and as for local congestion, it won't go away because of where the people in these communities live and work I imagine many of them already have found alternative streets and roads, and the study needed to identify these. While many of the studies have involved larger urban areas, their findings are still germane to the issue.

RMI, a non-partisan, non-profit organization that works to improve energy systems had this to say in a 2021 report: "Despite a decades-old theoretical understanding that road expansion eases congestion, new projects continue to be justified on these grounds. Road expansion projects have failed to deliver the promised benefits, while evidence continues to mount that they exacerbate traffic and associated pollution."

<https://rmi.org/if-you-build-it-the-cars-and-the-pollution-will-come/>

"Urban transportation needs many things, but it doesn't need more asphalt. We should all understand that by now. It's common sense."

<https://www.governing.com/assessments/asphalt-gridlock-and-common-sense>

<https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief>

<https://www.planetizen.com/news/2021/05/113319-if-you-build-it-cars-will-come-common-sense-logic-induced-demand>

<https://environmentaldefence.ca/2020/09/15/why-building-more-highways-wont-make-your-commute-any-better/>

Fix the roads we have

In 2015, "more than half of Americans- and nearly two-thirds of Millennials, the country's largest generation -want to live "in a place where they do not need to use a car very often." Similar trends exist for older adults. "Older adults in general put the creation of pedestrian-friendly streets and local investment in public transportation in their top five priorities for their communities."

<https://uspig.org/issues/usp/21st-century-transportation>

<https://uspig.org/blogs/blog/usp/america-can%E2%80%99t-handle-more-highways-let%E2%80%99s-fix-what-we-have-instead>

<https://www.theurbanist.org/2021/03/18/no-new-highways-is-a-21st-century-imperative/>

<https://www.leoweekly.com/2019/06/case-not-building-highways-manifesto-better-city/>

<https://www.esa.org/wp-content/uploads/2021/06/IEE-24-Rural-Roads.pdf>

<https://www.postcarbon.org/publications/energy-transition-and-economic-sufficiency/>

<https://donellameadows.org/archives/a-synopsis-limits-to-growth-the-30-year-update/>

Systems Collapse :Why we can't bank on future travel predictions

Limits of Growth

As I write this, gas is \$5.20 a gallon, used cars are next to impossible to find at a price people can afford, affordable houses as well as affordable rent are also quite difficult to find, the supply chains of about everything are stalled, and many components of the technology that is driving things are nearly used up- meaning that known supplies are nearly gone. Prices of building supplies are through the roof, and continual wars are ongoing, and influencing the above, as is a rapidly human-caused changing climate. The national debt is now over 3 trillion dollars, an incomprehensible amount. The world I grew up in is radically different than it was, this change happening in just 70 years. My grandparents used a horse and buggy, and walked three miles to school on unpaved roads. Even a brief study of history and pre-history will show that all large cities collapse. Unlimited growth is not possible on a finite planet. The human species is denying this important scientific fact, which suggests to me that it's pretty clear that things as we know them now, that the status quo will not last. Though many scientists are suggesting that it will likely be sooner rather than later, one thing we cannot accurately predict is when it will happen. Much smarter, wiser people than I am suggesting we act on the side of caution. While it's difficult to find anyone who will say that cars are likely to be completely obsolete and highways with them, there are

lots of reasons to think that by 2045, there will be fewer cars on the highways and much more emphasis will be on local self-sufficiency.

This is only a smattering of available information about the limits of growth and the need to take it seriously. The following was written 50 years ago and updated 30 years after its publication. It was updated, to reflect the changes but the premise was found to still be accurate.. Now 50 years later, yet another update has been published and reviews maintain that the predictions still hold true.

Limits to Growth: The 30-Year Update. Donella Meadows et al. Chelsea Green, 2004 A look at this study in 2022 .

<https://thesenecaeffect.blogspot.com/2022/05/the-limits-to-growth-more-relevant-than.html>

<https://fpif.org/climate-change-and-the-limits-of-economic-growth/>

<https://www.resilience.org/stories/2022-02-24/the-limits-to-growth-at-50-from-scenarios-to-unfolding-reality/>

<https://www.resilience.org/stories/2022-02-22/dennis-meadows-on-the-50th-anniversary-of-the-publication-of-the-limits-to-growth/>

<https://www.nature.com/articles/d41586-022-00723-1>

[https://steadystate.org/wp-content/uploads/Daly_SciAmerican_FullWodd.Economics\(1\).pdf](https://steadystate.org/wp-content/uploads/Daly_SciAmerican_FullWodd.Economics(1).pdf)

<https://www.scientificamerican.com/article/the-delusion-of-infinite-economic-growth/>

Limits and Beyond: 50 years on from the Limits to Growth, what did we learn and what's next.

Ugo Bardi and Carlos Alvarez Pereira, eds. May 2022.

Collision Course: Endless Growth on a Finite Planet. Kerry Higgs. MIT Press, Cambridge, MA, 2014.

The End of Growth: Adapting to Our New Economic Reality. Richard Heinberg September 1 2011

Overshoot: The Ecological Basis of Revolutionary Change. William R. Catton. University of Illinois Press, Chicago, 1982.

<https://www.tabletmag.com/sections/science/articles/why-complex-systems-collapse-faster>

<https://www.resilience.org/stories/2022-05-16/the-energy-food-crisis-is-far-worse-than-most-americans-realize/>

Bradford, Jason C. "The Future Is Rural: Societal Adaptation to Energy Descent." American Journal of Economics and Sociology 79, no. 3 (2020): 751-98. <https://doi.org/10.1111/ajes.12335>

<https://www.resilience.org/stories/2019-02-26/the-future-is-rural-the-unexpected-consequence-of-energy-descent/>

<https://www.resilience.org/stories/2022-05-15/just-a-hint-from-the-mainstream-that-limits-precipitate-rising-oil-prices/>

<https://www.theguardian.com/environment/2022/may/17/shut-down-fossil-fuel-production-sites-early-to-avoid-climate-chaos-says-study>

<https://weather.com/science/environment/video/global-co2-levels-highest-in-history-in-april?cmven=hp-slot-4>

<https://www.postcarbon.org/publications/shale-reality-check-2021/>

<https://www.strongtowns.org/journal/2016/3/15/cost-of-roads>

<https://richardsandbrooksplace.org/stephen-joseph/turning-away-cars-transport-and-sustainable-development>

<https://www.americanprogress.org/article/transportation-strategy-doesnt-work/>

<https://www.postcarbon.org/publications/shale-reality-check-2021/>

<https://www.strongtowns.org/journal/2016/3/15/cost-of-roads>

<https://richardsandbrooksplace.org/stephen-joseph/turning-away-cars-transport-and-sustainable-development>

<https://www.americanprogress.org/article/transportation-strategy-doesnt-work/>

<https://www.nature.com/scitable/knowledge/library/the-characteristics-causes-and-consequences-of-sprawling-1030147471>

<https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

In 1982, Bud Durcholz, a local farmer, a writer, a scholar, a relentless champion of land and a long-time highway warrior, wrote: "Who will speak for the land? Who will listen to those who speak for the land? Who will be the prophetic voices to attempt to awaken the people to the fact that farmland is a finite resource, although it is capable of regeneration as long as it is given proper respect?" Ten years later, in 1992, in response to I-69 proposals he spoke and answered that question. He proposed that another study should also be done that included people as well as birds, fish, and animals, and that any "levels of destruction of community life and social structures that don't have a dollar value" should be factored in. He included in this list those "economic benefits that would be merely transferred from one location to another, for one class of people to another should also be factored into any cost benefit ratio... Forest and farmland must be given greater consideration within a new land ethic."

SE Durcholz. "Sounds of Country, Farm Concerns about the toll road generally ignored." The Herald, June 9, 1980, page 20.

SE Durcholz. "Sounds of Country: Roadway Proposal casts aside irretrievable farmland". The Herald, April 13, 1992, page 29.

I speak on behalf of Bud Durcholz's "new land ethic", as well as all those opponents who are reluctant to speak out against this ill-considered highway for various reasons. And I stand with the many people in the region who are calling for a commonsense alternative to stay on the original alignment, fix the problems which currently exist, and take this plan off the table.

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In these unpredictable times, let's heed the Precautionary Principle rather than spend another 7 million dollars to try to justify this proposed new highway, and give the beleaguered area landowners a future. Let's refuse to leave a ravaged planet with unfixable problems to the next generation and work together for positive change that benefits everyone.

Let's not leave a ravaged planet with unfixable problems to the next generation.

I am a retired English Professor, with a deep background in research methods and critical thinking, as well as ecology and history, and I have deep roots in the community as some of the original settlers here are my ancestors. I lived and worked here for much of my life, returning in 1978 to teach at VUJC. Among many other things, I have been a long-time member of Protect Our Woods, a grassroots group advocating for a healthy rural Southern Indiana for over 30 years. I have commented on several other studies for similar highways bypassing Jasper and Huntingburg, and have read through the DEIS for this one. Now as then, I have found no compelling need for the proposed new corridor. The purpose and need statement reads:

The Purpose of the Mid-States Corridor project is to provide an improved transportation link between the US 231/SR 66 and 1-69 (either directly or via SR 37) which:

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

This biased "needs" statement is based on an untested premise and does not reflect current reality and likely trends.

The needs statement was initially prepared by for-profit, pro-development agencies, and then presented for a mandated Environmental Impact Study with no attention paid to an alternate viewpoint. Local communities were not consulted, nor were the individuals and stakeholders within the region who had the most to lose. If you study the past outcries of local citizens who overwhelmingly opposed each of the past attempts to build a highway here, it would be clear that this is an important and vital issue to the entire community.

This study fails to address the question of why this proposed new highway is considered a "need" rather than a "desire" an important distinction. In addition, a good many of the stakeholders in the region, both those in the towns to be bypassed, as well as those in rural sectors, see no need for this highway, and they oppose it as they have for several decades by speaking out against other configurations of this highway.

Given the fact that farmland, along with its economic importance is still a very important part of the region, whose loss cannot be mitigated, the study did not identify any kind of "need" to grow a bigger industrial base-one which would erode the prime farmland along with those who farm it. Who decides whether or not a town grows rapidly into a large industrial center? The people living here were not consulted about that, though when a local library was at stake a referendum was held. This is an egregious omission given the fact that two of the main instigators of this highway managed to get a

state law passed that would not legally require this input. This is especially egregious as local taxpayers paid for a about half of this study.

<https://www.indianasenaterepublicans.com/road-funding-legislation-leads-to-indot-mid-state-regional-development-authority-partnership>

Since food IS a real need, protecting and conserving farmland should be considered of primary importance, especially as acreage is dwindling worldwide. And the fact that transportation is one of the biggest drivers of a changing climate, bearing much responsibility for air and water pollution as well, suggests another reason why this new highway is not a real need.

This current \$7 million dollar study, with its focus on "economic growth" fails to consider the fact that in addition to having business and industry in the community, that the agricultural sector of the region is also large and important, both economically as well as providing for genuine needs now and in the future. From the beginnings of this area's existence, the farming and the small locally owned industries based in the towns co-existed happily. It wasn't until the 1980s when the mantra of "get big or get out" was loudly proclaimed as the way things should go that things changed for business and industry as well. Since then, the business model quickly morphed into the major benchmark for just about every human endeavor. This has happened swiftly over the past few decades, and while fertile and productive farmland is still a major feature of the region, farmers are not because their numbers have dwindled as a result of that same "get big or get out consumer "mentality. This mentality has held sway over business and industry, as well as agriculture, which many identify as a failure of the current economic system.

The neoliberal economic business-as-usual model that this current project is based on, is widely decried by many scientists, ecologists, and financial experts as being short sighted and fragile. A rapidly changing climate with uncertain outcomes, such as the impending end of peak oil-- the energy source which has fueled this recent expansion, and overpopulation have long been studied as being a wrong turn in the world today, leading only to an eventual collapse. In addition, many of these scientists feel that this collapse is closer than we think. This 20 minute video from 2006 explains the situation and is still very relevant today. <https://www.storyofstuff.org/>

See links and notes below for more specific information.

Testing a premise

All relevant factors were not taken into account, and the entire focus of the study is limited by this. "One way to test the accuracy of a premise is to determine whether the premise is based upon a sample that is both representative and sufficiently large, and whether all relevant factors have been taken into account in the analysis of data." As part of that process is to determine whether its source is credible. it's authors reliable, it's data complete. Is it biased in any way?

<https://courses.lumenlearning.com/atd-epcc-introethics-1/chapter/arguments-and-premises/>

Neither an economic nor accessibility need for a new alignment exists

This community already has one of the best employment records in the state. It has a high per- capita income, and is in fact a primary example of why prosperity does not depend on exceptional connectivity

of the kind proposed. The quality of life is better than in many places, and people move here, stay here, and visit here, because it is considered a safe place to live, as well as having a rural ambience.

It is already possible to get to just about every place in Indiana. In addition, as current Transportation Secretary Pete Buttigieg pointed out in The Herald April 15, 2022, "Indiana ranked first for pass-through mileage in highways"... and Indiana was ranked in the top five of infrastructure in the list of best states doing business for the past few years." What was not stated, was the fact that Indiana ranks close to last in environmental protections. In addition, a new highway located in agricultural areas would not only displace farmers, but would make transportation more difficult for all rural residents. It would disrupt many local businesses as well, and would serve as a driver for more industries to relocate near the bypass, thereby creating more sprawl.

<https://www.duboiscountypress.com/commentary-manufacturing-myths-and-realities/>

Agriculture and prime farmlands are a genuine need

Economic growth, especially at the expense of farmland, forests and those whose livelihoods depend on them, is counterproductive to the pursuit of happiness for rural residents. In addition, since this area has some of the best and most productive agricultural land in the state, if not in the country, and some of the best forests in the state, as well as wetlands that aid in flood protection, preserving it should be considered a major need in this uncertain time of unpredictable climate and social change. Rural areas such as this are based in areas of low population density because of the inherent need for open land and these losses cannot be mitigated.

In the past, farmers passed the land to their children, and organizations such as FFA, 4-H and were supportive of keeping those kinds in the community, but sadly those farms are becoming more scarce along with the farmers who have nurtured both land and families for thousands of years. Purdue University points out "The ag workforce is rapidly aging, and the average age of farmers in this country is now over 58 years. Once these farmers and ranchers start to retire, who will grow our food? At the same time, consumers are increasingly interested in buying local foods and supporting local farmers. There are real opportunities for new and beginning farmers to help meet this demand."

<https://www.purdue.edu/newsroom/releases/2015/01/usda-grant-helps-purdue-reach-out-to-beginning-farmers.html>

<https://ag.purdue.edu/commercialag/home/resource/2020/01/farm-data-usage-in-commercial-agriculture/>

The following lengthy quote by John Piotti (linked just below it) from a recent article linked below says it well: "The United States is blessed with more arable land than any other nation on earth - arguably our greatest resource. Perhaps because of this abundance, we take our land for granted. But that can't continue, not if we hope to leave our grandchildren a livable planet.

Farmland grows our food, supports our rural communities, and contributes a trillion dollars a year to our economy. Well-managed farmland protects wildlife, controls floods, suppresses fires, and protects our water and wildlife. It also provides open space and recreation that many Americans cherish. Beyond that, farmland offers a unique tool to combat climate change, a way to sequester carbon through

natural means that improve our soils. We simply can't hope to reduce atmospheric carbon aggressively enough unless we actively manage our farmland to pull more carbon from the air.

Our future depends on having enough farmland to both feed us and to restore our planet. And this requires a holistic vision of the future: one that acknowledges farmland as irreplaceable infrastructure we cannot afford to lose; that sees farming practices that retain topsoil and rebuild soil health as necessary if that land is going to serve us in perpetuity; and that views farmers as the stewards of that land, worthy of our fervent support -because, at heart, what these farmers do is for all of us. "

<https://thehill.com/opinion/energy-environment/390080-farmland-is-being-consumed-by-expanding-urban-areas/>

The following links are to articles and studies which point out some of the many good reasons to keep rural areas rural and undeveloped.

<https://time.com/5736789/small-american-farmers-debt-crisis-extinction/>

<https://www.agdaily.com/insights/american-farmland-trust-report-shows-farmland-development-threatening-food-security/>

<https://modemfarmer.com/2018/05/10-numbers-that-show-how-much-farmland-were-losing-to-development/>

<https://foodtank.com/news/2018/07/american-farmland-trust-decreasing-farmland/>

Response

The comment included an attachment, which is organized by header. The response to that portion of the comments organized under the same headers. The comment makes several substantively identical statements in multiple locations. A response is provided the first time the statement is provided.

This response begins with two general statements.

First, the comment cites a selection of published articles. Some are statements of opinion. These articles were not written as comments or input on the Mid-States project. In some cases, quotations are cited from the referenced articles. The response addresses any quotations which are part of the comment. It is beyond the purpose of this FEIS to provide further comment or critique of the approximately 60 articles cited.

Second, many statements in the comment characterize the purpose of the Mid-States Corridor project as promoting economic development. The purpose of the Mid-States Corridor Project is to improve regional accessibility, including freight efficiency. Economic growth goals which are part of the Purpose and Need represent "other desirable outcomes." Economic growth is not the purpose of the Mid-States project. Performance on the economic development goals is not used to select a Preferred Alternative.

Regarding statements that the study is sponsored by certain industry categories, the following information is offered. The Indiana Department of Transportation (INDOT) is the project sponsor, with the Federal Highway Administration (FHWA) as the lead federal agency. The Mid-States Regional

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Development Authority (RDA) is one of 17 participating agencies for this study. It does not direct the study or its findings. Please refer to **Standard Response ES.1** for more information about the RDA.

Regarding the statement that existing highways serve all major multi-modal locations and towns and communities, please refer to **Standard Response 2.13**. One of INDOT's responsibilities is to provide new highways or changes in highway capacity to address inadequacies in serving existing and forecasted travel patterns. Please also refer to **Standard Response 2.1**.

Regarding assertions that all portions of Indiana now possess adequate transportation connectivity, the following information is offered. The Purpose and Need identified the need for improved regional accessibility through a very robust process. Following are its key components:

- Review of key policy guidance documents. These included federal transportation legislation (MAP_21), Indiana's prioritization of major transportation projects throughout Indiana (Blue Ribbon Panel on Transportation Infrastructure) and INDOT's Long Range Transportation Plan.
- Five regional transportation studies conducted over a period of 15 years.
- A regional needs assessment with detailed technical assessments of transportation flows and economic data and forecasts.
- Wide ranging input from economic and business stakeholders throughout the Study Area.
- Extensive input from the public, stakeholders and agencies.

This portion of the response also addresses portions of the comment stating that the project needs are not adequately supported or demonstrated.

Please also refer to **Chapter 1 – Purpose and Need** and **Appendix CC – Purpose and Need Appendix** for details of the determination of the project's Purpose and Need.

Regarding current economic conditions in Dubois County, the purpose of the Mid-States Corridor Project is not to address economic development.

Regarding congestion relief, please refer to **Standard Response 2.6**. This project does not emphasize congestion relief. It is not a core goal, and was not considered in identifying a preferred alternative.

Impacts to cropland, forests, air quality and water quality were considered in this EIS. Please refer to **Standard Responses 3.24.1, 3.21.1, 3.9.3, 3.19.1** and **3.20.1**.

A robust public involvement process facilitated full participation by all stakeholders and the public. Please refer to **Standard Response 7.2**.

Some of the earlier studies described in the comment were reviewed and considered as part of the Purpose and Need analysis for this project. Please refer to **Standard Response 1.2**. The studies cited date back several decades. Needs in Southern Indiana today cannot be assumed to be unchanged from those in the 1980's and 1990's.

Regarding assertions that the purpose of the Mid-States Corridor Project is to promote economic growth, please refer to earlier statements.

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Regarding addressing deficiencies with existing highways, please refer to **Standard Response 2.1**. INDOT makes significant expenditures to maintain existing highways and remedy deficiencies. It balances these significant needs with addressing needs which the existing transportation system does not serve.

Regarding upgrading existing US 231, the FEIS considered this as **Alternative R**. Please refer to **Standard Response 2.3**. Its inadequate performance and significant impacts to the human environment precluded its consideration as the Preferred Alternative.

Travel Time and Safety

Travel time benefits accrue to all businesses and residents in Southern Indiana. They are not limited to specific communities or businesses. The efficiencies for truck travel benefit all business shipments within the Study Area, and are not confined to long-distance truck trips.

Regarding access provisions and changes in traffic patterns, please refer to **Standard Response 3.7.1**. Access decisions will be made in Tier 2 studies, and are not being made as part of this Tier 1 EIS. Every effort will be made to maintain existing traffic patterns. Special efforts will be made to confer with local emergency services providers in making access decisions.

Safety is not a core goal of the project. It is an “other desirable outcome” which was not considered in identifying a Preferred Alternative. In that context, it should be noted that **Alternative P** has the highest safety benefit of all alternatives. It is forecasted to lead to 400 to 600 fewer crashes annually in Southern Indiana in the Year 2045, reducing annual crash costs by \$36 to \$39 million.

If built, this highway would not decrease local congestion, but would add more traffic on the original route

As already noted, congestion relief is not a core goal for the Mid-States Corridor Project. Congestion relief was not considered in identifying a preferred alternative. Please also refer to **Standard Response 2.6**, which states in part that congestion and local traffic operational issues generally are managed by cities and counties, and are not addressed by this study. It also should be noted that **Alternative P** eliminates some forecasted congestion. Please refer to **Section 2.6.1.2.1 – Reduction in Localized Congestion in Dubois County**, in particular **Table 2-10**.

Regarding the effects of the Mid-States Corridor Project on school bus service, please refer to **Standard Response 3.3.2**. During Tier 2 studies, project staff will confer extensively with school corporations as well as public safety officials to ensure that school bus routings and crossing points receive appropriate consideration in road design. Regarding emergency service access, please refer to earlier response.

Fix The Roads We Have

Please refer to earlier response describing INDOT expenditures to maintain existing highways and remedy deficiencies. Please also refer to **Standard Response 2.1**, which describes the EIS’s consideration of transit, passenger rail, freight rail, autonomous vehicles and 15 non-transportation initiatives. It determined that none of these would address the region’s accessibility needs. As a regional study, it is not the purpose of this project to address pedestrian uses of local streets.

Limits of Growth

Mid-States Tier 1 DEIS Comment

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Issues related to housing, building supplies, war, the national debt and similar issues cited are beyond the scope of this FEIS to address. Regarding climate change, please refer to **Standard Response 3.9.2**. As it describes, the FEIS has added analysis about the effects of the Mid-States Corridor Project on Greenhouse Gas (GHG) emissions. Growth forecasts used in the transportation and economic analyses in this EIS are based on official projections of population and employment from the federal and state government sources. Please refer to **Section 2 – Travel Demand Model and Assumptions** in FEIS **Appendix T – Travel Forecasting Model Documentation**.

Impacts to farmland and forested lands were considered in the FEIS. Please refer to **Standard Response 3.24.1** and **Standard Response 3.21.1**, respectively.

The FEIS considered the impacts of the Mid-States Corridor project on neighborhoods, community cohesion, religious communities, social communities, travel patterns, educational institutions, recreational facilities, public safety facilities, major health care facilities, bicycle facilities and pedestrian facilities. Please refer to FEIS **Section 3.3 – Social Impacts** and **Appendix DD – Social Impacts Appendix**.

This biased "needs" statement is based on an untested premise and does not reflect current reality and likely trends.

Regarding the Mid-States Corridor Project's Purpose and Need Statement, please refer to earlier response. In addition, the following information is offered.

The Purpose and Need Statement was prepared by the Indiana Department of Transportation and its project's consultants. No "for-profit" entity had a role in its development. The earlier response addresses the robust public input process in its development.

Regarding the effects of the Project on the region's agriculture industry, please refer to **Standard Response 3.24.2**. Regarding the effects of the Project on local businesses with the Study Area's cities, please refer to **Standard Response 3.4.1**. Regarding using a referendum as input to the Mid-States Corridor Project, please refer to **Standard Response 7.1**.

Section 3.6 – Indirect and Cumulative Impact considered the project's impact in the context of long-term trends in agricultural land in the Study Area.

The purpose of the Mid-States Corridor Project is to increase regional accessibility. Economic development is not a core goal of the project. The selection of the preferred alternative did not consider economic development. Regarding forecasts of future population and employment, please refer to earlier response.

Testing a Premise

Regarding forecasts of future population and employment, please refer to earlier response.

Neither an economic nor accessibility need for a new alignment exists

Economic development is not a core goal of the project. The selection of the preferred alternative did not consider economic development.

The quotation from Secretary Buttigieg is repeated from earlier in the comment. Please refer to previous response.

Agriculture and prime farmlands are a genuine need

Economic development is not a core goal of the project. The selection of the preferred alternative did not consider economic development.

Regarding the impacts of the project on agricultural land and the region's agricultural industry, please refer to **Standard Response 3.24.1** and **Standard Response 3.24.2**, respectively. **Section 3.6 – Indirect and Cumulative Impact** considered the project's impact in the context of long-term trends in agricultural land in the Study Area.

Regarding the Project's impacts to wildlife and the Study Area's ecosystems, please refer to **Standard Response 3.25.1**. Impacts to water quality were considered in this EIS. Please refer to **Standard Response 3.19.1** and **Standard Response 3.20.1**.

Regarding the desire to maintain relative inaccessibility in the Study Area, please refer to **Standard Response 1.3**.

Knight, Lance

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.16 – TES Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

I write with a great sense of urgency in respectfully calling upon you to repeal the Tier one decision in the Mid-States Corridor Project, and to order a statewide moratorium on the use of eminent domain for the Mid-States Corridor Project within the State of Indiana.

As a Retired U.S. Marine, retired U.S. Federal Civil Servant and DoD Support Contractor, I served our country with more than 45 years of combined and faithful service supporting our Country. I'm also a die-hard Republican and resident of Indiana who strongly believes and supports the freedoms that we all enjoy (like the freedom to vote); however, I'm appalled by the clear and total disregard that our elected officials and INDOT (on behalf of those elected politicians) are demonstrating with regards to the Mid-States Corridor Referendum and the fact that Martin, Dubois, and Davies County, Indiana residents Rights were not even considered nor were we afforded to use our Rights to vote for or against a Mid-States Corridor.

Where are our freedoms to vote on this issue? Clearly this Referendum appears to be a sure sign of where the wealthy have stacked the deck politically in their favor and as a result have taken away our freedoms! I can't even begin to believe this is what our country has come to! Forty-five plus years of faithful and dedicated service for what and to who?

Further, I seriously question the logic of this plan, and note that the proposed corridor will run parallel to already existing RT. 231, sometimes overlapping Rt. 231 and/or only being separated by a few hundred feet to thousands of feet (specifically Route P (note attachment# 1 Preferred-Alternative-Section-3-North-South.pdf)). For the life of me, I don't understand why the \$75+M upgrade that is already planned and budgeted for Rt. 231 isn't increased and a portion of the funding for the planned Route P corridor be applied to further improving/ expanding Rt. 231 . This would clearly reduce the overall impacts to your constituents, reduce overall costs and environmental impacts to our rural community and minimize the negative impact on many species of wildlife!

Additionally, how can anyone analyze/ realistically project corridor recommendations for improvements, determine preferred routes, or even suggest building a bypass without first knowing how the \$75M in RT. 231 improvements will impact the potential need for a corridor?

In closing, can anyone explain why Route C was taken out of many of the comparison decisions for the preferred route? It is \$200-\$400 million cheaper than the preferred route P and has the least impact in nearly every category except times savings which is no longer a core goal. This route also ties into Washington which has 4-5 times larger population than Loogootee and larger workforce, as the need for workforce has been a goal for this project.

Mid-States Tier 1 DEIS Comment

Page 2 of 3

Governor Holcomb, I urge you to (1) reconsider the Purpose and Need Statement for the project, (2) fully and fairly consider non-highway alternatives, and (3) reject the "Mid-States" corridor options, which would have considerable negative environmental impacts on important natural resources, rare habitat, and threatened and endangered numerous species and as I stated above, order a statewide moratorium on this corridor project.

Sir, I can assure you, that myself and many of your constituents will be watching the Mid-States Corridor to see which of our elected officials support this redundant highway and we will vote accordingly!

I would appreciate your response to this letter and look forward to hearing from you at the earliest convenience. Thank you in advance for your attention to this very important matter.

Response

Regarding the suggestion for conducting a referendum on the Mid-States Corridor Project, please refer to **Standard Response 7.1**.

Regarding the announced improvements to US 231, please refer to **Standard Response 2.2**. As it describes, these improvements are part of each alternative. By themselves, they do not satisfy the core goals of the project Purpose and Need. The benefits for **Alternative P** include the benefits offered by these local improvements.

Regarding the significant benefits offered by **Alternative P**, please refer to **Standard Response 2.6**. The benefit analysis takes into account the existing highway network in the Study Area, including US 231.

Wildlife and ecosystem impacts were considered in identifying a Preferred Alternative. Please refer to **Standard Response 3.25.1**.

Alternative C was not selected as the Preferred Alternative because it did not adequately satisfy the project purposes. Please refer to FEIS **Section 5.1.2 – Alternative C**, as well as **Table 5-2**.

The Purpose and Need identified the need for improved regional accessibility through a very robust process. Following are its key components:

- Review of key policy guidance documents. These included federal transportation legislation (MAP_21), Indiana's prioritization of major transportation projects throughout Indiana (Blue Ribbon Panel on Transportation Infrastructure) and INDOT's Long Range Transportation Plan.
- Five regional transportation studies conducted over a period of 15 years.
- A regional needs assessment with detailed technical assessments of transportation flows and economic data and forecasts.
- Wide ranging input from economic and business stakeholders throughout the Study Area.
- Extensive input from the public, stakeholders and agencies.

Regarding consideration of non-highway alternatives, please refer to **Standard Response 2.1**. The FEIS evaluated the ability of transit, passenger rail, freight rail and autonomous vehicles to satisfy the

Mid-States Tier 1 DEIS Comment

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project's Purpose and Need. It also evaluated the ability of 15 non-transportation initiatives to address the region's accessibility needs.

The FEIS considered the effects of the project on listed species. Please refer to **Standard Response 3.16.1**.



**MID-STATES
CORRIDOR**

FEIS VOLUME IV RESPONSES TO COMMENTS – PART 4, STANDARD RESPONSES

Mid-States Corridor Tier 1 Environmental Impact Statement

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

MAY 22, 2023

Prepared by
Mid-States Corridor Project Consultant





This is Part 4 of Volume IV of the Mid-States Tier 1 FEIS. It documents comments for which only standard responses are provided. It begins with an alphabetic listing of all comments for which only standard responses are appropriate, and gives the standard response(s) provided for each comment. Refer to Part 2 of Volume IV for these standard responses. This roster also includes the accession number for each comment. It is followed by the comments, provided in accession number order.

Standard responses are designated by a number referencing the section of the DEIS on which the comment was offered. This numerical designation is followed by a brief description. The description may not be shown in its entirety due to space limitations. The standard response which is referenced is always identifiable by the unique numerical designation.

The alphabetic listing includes 186 identical comments which were submitted on postcards. Standard responses are referenced for each, but these postcards are not reproduced in this document. Copies of these postcard comments are in the project record. These comments include those numbered 0214 – 0320, 0406 – 0462, 0534 – 0547, 0577, 0673 – 0676, 0681 – 0683. The image below is an example of a postcard comment.

The listing of commentors and the actual comments are searchable.

Mid-States Regional Development Authority,

As a resident of Dubois County and a member of Dubois County Farm Bureau, I write in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route.

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states that Alternative P has the second highest potential for impacts to row crop agricultural lands as well as the widest range of lost agricultural income at \$977,000-\$1,426,000.

Our farm ground is essential to the local and state economy and INDOT has selected a route that has the highest potential impact on our land. This route will split farms and go through hundreds of acres of farmland, forests and wetlands.

I fully understand how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration.

Printed Name: LILLIAN BECKMAN Date: 5-16-2022

Sample Postcard Comment

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
164	Abell	Donna		2.6 - Substantial Benefit				
412	Ackerman	Dean		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
430	Ackerman	Karen		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
506	Ackerman	Michael		5.1 - Comments of Support				
836	Adler	James		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
767	Adler	Mark		1.3 - Retain Inaccessible	2.2 - Need Only 231 Imp.			
781	Albertson	Nancy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.10.1 - Noise Impacts	3.24.1 - Don't Take Ag Land
833	Alexander	Cindy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
834	Alexander	James		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
606	Anger	Julie		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.4.1 - Harm Cities	3.25.1 - Ecosystem Impacts	
131	Anonymous			2.1 - No Impacts Acceptable				
132	Anonymous			1.3 - Retain Inaccessible	2.6 - Substantial Benefit			
343	Anonymous			2.6 - Substantial Benefit				
844	Anonymous			2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.5.1 - Unaccept. Relocations
1005	Anonymous			2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	
1053	Anonymous			2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
1054	Anonymous			ES.1 - RDA Role 2.6 - Substantial Benefit	1.2 - Previous Studies 3.5.1 - Unaccept. Relocations	1.3 - Retain Inaccessible 7.1 - Popular Vote	2.1 - No Impacts Acceptable 7.2 - Extent of PI Process	2.2 - Need Only 231 Imp.
162	Armstrong	Naydine		2.1 - No Impacts Acceptable	3.5.3 - Unique Relocation			
3	Arvin	Brian		2.15 - Western Dubois Corridor				
371	Arvin	Dave		ES.2 - When Begin?	3.5.1 - Unaccept. Relocations			
500	Arvin	James		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit		
739	Arvin	John		5.1 - Comments of Support				
791	Arvin	Josh		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.10.1 - Noise Impacts	
578	Arvin	Michael		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.24.1 - Don't Take Ag Land	
492	Arvin	Mike		ES.1 - RDA Role	1.2 - Previous Studies	2.2 - Need Only 231 Imp.	2.3 - Alternative R	
515	Arvin	Mike		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.9 - No Build	
130	Ash	Miriam		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades	3.23.1 - Karst Impacts	5.1 - Comments of Support	
85	Astrike	Keith		2.3 - Alternative R				
883	Atkins	Craig		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
180	Baker	Jay		5.1 - Comments of Support				
772	Baker	Kimberly		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land
485	Baker	Todd		3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass/New Road	3.4.4 - Local Tax Revenues	3.5.2 - Replacement Housing	

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
191	Ball	Bob		2.3 - Alternative R	3.9.2 - Climate Change No Road			
888	Barrett	Danny		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
987	Barrett	Melanie		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
133	Barrius	Rachel		3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations			
520	Bawel	Doug	Jasper Engine and Transmission	2.6 - Substantial Benefit	5.1 - Comments of Support			
763	Bean	Michael		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.4 - Will Worsen Safety 3.23.1 - Karst Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	2.9 - No Build	3.5.1 - Unaccept. Relocations
780	Beasley	Melody		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
738	Becher	Jaleigh		2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
235	Beckmal	Kenneth	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
215	Beckman	Lillian	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
288	Beckman	Paul	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
168	Begle	Alan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
446	Begle	Norbert		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
203	Bell	Jamie		7.1 - Popular Vote				
397	Bell	Jamie		2.17 - Bypass/231 Upgrade				
880	Berg	Chris		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
961	Berg	Kim		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
436	Berg	Laverne		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
229	Bete	Allen	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
679	Bettag	Dan & Mary		2.1 - No Impacts Acceptable	3.24.1 - Don't Take Ag Land			
558	Bettag	Mary		2.2 - Need Only 231 Imp.				
275	Betz	Charles	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
435	Betz	Larry		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
270	Betz	Marilyn	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
361	Betz	Marilyn		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
444	Betz	Myron		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
166	Beuchler	Carla		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
428	Beyke	John		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
742	Bickwermert	Martha		2.3 - Alternative R	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
347	Biehl	Shirley		3.5.3 - Unique Relocation	2.11 - No Economic Devel.			
423	Bieuer	Hannah		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
222	Birchler	Alfred	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
193	Bishop	Zane		2.1 - No Impacts Acceptable	3.16.1 - TES Impacts			
752	Blackburn	Mary		2.1 - No Impacts Acceptable 3.27.2 - Gantz Woods	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road	3.21.1 - Forest Impacts	3.25.1 - Ecosystem Impacts
83	Blackwell	Ben		2.1 - No Impacts Acceptable				
827	Bledsoe	Larry & Judy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	
350	Bledsoe	Polly		2.3 - Alternative R				
893	Boeglin	Doris		1.3 - Retain Inaccessible 3.21.1 - Forest Impacts	2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.9.1 - Acreage and Climate Change
420	Boeglin	Erwin		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
216	Boehm	Donna	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
169	Boehm	Earl		2.3 - Alternative R	2.17 - Bypass/231 Upgrade			
567	Boklund	Robert		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.21.1 - Forest Impacts	3.27.1 - HNF Impacts	3.27.2 - Gantz Woods
353	Bolton	Dallas		2.1 - No Impacts Acceptable				
804	Booher	William		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
779	Bose	Ed		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.25.1 - Ecosystem Impacts
642	Bosto	Chuck	Valley Watch	1.3 - Retain Inaccessible 3.5.1 - Unaccept. Relocations	2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.9 - No Build	3.4.3 - Local Property Values
504	Brames	Elmer	Dubois County Commissioner	5.1 - Comments of Support				
559	Brammer	Marcia		3.17.1 - Floodplain Impacts	3.21.1 - Forest Impacts			
879	Brand	Chelsea		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
465	Braun	Jeff		5.1 - Comments of Support				
622	Breitingner	Walt	Valparaiso Chain of Lakes Watershed	2.2 - Need Only 231 Imp.				
292	Breitweiser	Lavalla	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
218	Breitweiser	Terry	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
863	Breitwieser	JoAn		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	
195	Breitwieser	Kevin		2.1 - No Impacts Acceptable				
662	Breitwieser	Sarah		2.3 - Alternative R 3.18.1 - Wetland Impacts	2.6 - Substantial Benefit 3.19.1 - Stream Impacts	3.3.1 - Drugs/Human Traff. 3.20.1 - Runoff, Groundwater	3.4.1 - Harm Cities 3.21.1 - Forest Impacts	3.9.3 - Worsen Air Quality 3.24.1 - Don't Take Ag Land
923	Brewer	J		1.1 - P & N Modify 2.10 - Incomplete Costs	1.3 - Retain Inaccessible	2.2 - Need Only 231 Imp.	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit
535	Brinkman	Bernard		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
950	Brinkman	Mark, Kathy		1.1 - P & N Modify 2.11 - No Economic Devel.	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit
951	Brinkman	Mark, Kathy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
952	Brinkman	Mark, Kathy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.4.4 - Local Tax Revenues
953	Brinkman	Mark, Kathy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.9.1 - Acreage and Climate Change	3.24.1 - Don't Take Ag Land	
954	Brinkman	Mark, Kathy		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	2.16 - Dubois Strong Study	3.5.1 - Unaccept. Relocations
955	Brinkman	Mark, Kathy		1.1 - P & N Modify 3.7.1 - Local Traffic Impacts	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.11 - No Economic Devel.
956	Brinkman	Mark, Kathy		1.3 - Retain Inaccessible 3.19.1 - Stream Impacts	2.1 - No Impacts Acceptable 3.20.1 - Runoff, Groundwater	2.2 - Need Only 231 Imp. 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.9.1 - Acreage and Climate Change
449	Bromm	Randall		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
712	Brooks	Robin		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
820	Brooks	Robin		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
939	Brosmer	Jim		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
998	Brosmer	Patti		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
51	Brothers	Chris		2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land			
106	Brown	Clifford		3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land			
562	Brown-Salsman	Timothy		3.10.1 - Noise Impacts				
251	Brunsmann	Donovan	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
838	Buchta	Abby		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
67	Buechein	Jooshua		2.3 - Alternative R	3.3.1 - Drugs/Human Traff.	3.5.3 - Unique Relocation		

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
886	Buechler	Daniel		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.3.1 - Drugs/Human Traff.	3.4.3 - Local Property Values
				3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
440	Buechler	Marilyn		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
1025	Buechler	Shiela		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
				3.10.1 - Noise Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
140	Buechler	Stephen, Margaret		2.3 - Alternative R	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land
508	Buechler	Steve		2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass/New Road	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land	
462	Buechler	Wilfred		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
54	Buening	Brad		2.2 - Need Only 231 Imp.	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations		
919	Buening	Greg		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.3.2 - School Buses Cross
				3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations			
989	Buening	Melissa		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
594	Burgan	Lou		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	
282	Burger	Betty	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
345	Burke	Kevin, Shelly		5.1 - Comments of Support				
1016	Buschkoetter	Rick		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
				7.1 - Popular Vote				
1029	Buschkoetter	Sheryl		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
705	Buse	Dave		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
513	Buse	Katrina		1.3 - Retain Inaccessible	2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.9 - No Build	3.3.1 - Drugs/Human Traff.
				3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.9.3 - Worsen Air Quality	3.10.1 - Noise Impacts	3.13.1 - Cultural Resources
				3.16.1 - TES Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
645	Buse	Katrina		ES.1 - RDA Role	1.2 - Previous Studies	2.3 - Alternative R	2.5 - O & M Costs	2.6 - Substantial Benefit
				2.10 - Incomplete Costs	3.3.1 - Drugs/Human Traff.	3.4.1 - Harm Cities	3.9.3 - Worsen Air Quality	3.13.1 - Cultural Resources
				3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
1023	Buse	Scott		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.5 - O & M Costs	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.9.3 - Worsen Air Quality	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts	3.20.1 - Runoff, Groundwater	3.24.1 - Don't Take Ag Land
				3.25.1 - Ecosystem Impacts				
340	Calahan	Erin		2.1 - No Impacts Acceptable				
149	Caldie	Cathy		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land

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808	Caldie	Matt		2.1 - No Impacts Acceptable 3.25.1 - Ecosystem Impacts	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
32	Carpenter	William J		3.1.1 - How Impacts Determined				
785	Carr	Kelly		ES.1 - RDA Role 3.4.1 - Harm Cities	2.1 - No Impacts Acceptable 3.7.1 - Local Traffic Impacts	2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.3 - Alternative R	2.6 - Substantial Benefit
7	Carrico	Nathan		3.5.3 - Unique Relocation	3.24.1 - Take No Ag Land			
190	Carrico	Nathan		2.1 - No Impacts Acceptable				
325	Carrico	Nathan		2.9 - No Build				
393	Carrico	Nathan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
826	Cassidy	Julia		2.1 - No Impacts Acceptable 3.3.1 - Drugs/Human Traff.	2.2 - Need Only 231 Imp. 3.7.1 - Local Traffic Impacts	2.4 - Will Worsen Safety 3.8.1 - Amish Impacts	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades
1042	Cassidy	Tim		1.1 - P & N Modify 3.24.2 - Ag Income Loss	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.24.1 - Don't Take Ag Land
1043	Cassidy	Tim		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
546	Cave	Michael		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
434	Ceugesell	Kyle		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
77	Chambers	Adam		3.4.1 - Harm Cities	7.1 - Popular Vote			
337	Chambers	Linda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
455	Chastain	Sandra		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
458	Chastain	Stephen		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
777	Chestnut	Barbara		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
614	Classick	Joanne		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
794	Classick	Joanne		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.9.3 - Worsen Air Quality	
744	Cole	Ed	Dubois Strong	5.1 - Comments of Support				
524	Cole	Ed	Dubois Strong	5.1 - Comments of Support	2.16 - Dubois Strong Study			
605	Collins	Diana		1.1 - P & N Modify 3.4.4 - Local Tax Revenues	2.1 - No Impacts Acceptable 3.9.3 - Worsen Air Quality	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.4.1 - Harm Cities 3.25.1 - Ecosystem Impacts	3.4.3 - Local Property Values
570	Consley	Nancy		2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
774	Consley	Nancy		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
110	Corey	Ellen		5.1 - Comments of Support				
1024	Corn	Scott		2.1 - No Impacts Acceptable 3.10.1 - Noise Impacts	2.6 - Substantial Benefit 3.21.1 - Forest Impacts	2.11 - No Economic Devel. 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations 7.2 - Extent of PI Process	3.7.1 - Local Traffic Impacts

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44	Cornwell	Zachary		2.3 - Alternative R	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.16.1 - TES Impacts	3.21.1 - Forest Impacts
				3.23.1 - Karst Impacts	3.25.1 - Ecosystem Impacts	3.27.2 - Gantz Woods		
1	Cotman	Ted		3.5.2 - Replacement Housing				
52	Cotman	Theodore		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.9.3 - Worsen Air Quality	3.18.1 - Wetland Impacts
				3.20.1 - Runoff, Groundwater	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
735	Crandall	Alicia		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations
				3.5.3 - Unique Relocation				
704	Crandall	Tyson		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
395	Craney	Jerome		2.3 - Alternative R	3.24.2 - Ag Income Loss			
479	Crays	Marcia		2.2 - Need Only 231 Imp.	2.14 - Finalize Alignment Tier 2	3.4.2 - No Loogootee Bypass	3.5.2 - Replacement Housing	
487	Crays	Steven		2.1 - No Impacts Acceptable	1.3 - Retain Inaccessible	3.4.2 - No Loogootee Bypass		
18	Cronin	Kari		2.3 - Alternative R	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
206	Cummins	Clint		2.1 - No Impacts Acceptable	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
230	Dall	Norbert	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
695	Damm	Mary		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.27.2 - Gantz Woods			
87	Danzer	Angie		2.4 - Will Worsen Safety	3.4.1 - Harm Cities	3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	3.16.1 - TES Impacts
				3.17.1 - Floodplain Impacts	3.18.1 - Wetland Impacts	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote	
795	Dattilo	Angelo		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts	3.21.1 - Forest Impacts
				3.23.1 - Karst Impacts	3.24.1 - Don't Take Ag Land	3.27.2 - Gantz Woods		
322	Dauby	Janet		5.1 - Comments of Support				
57	Davis	B. D.		2.1 - No Impacts Acceptable	2.13 - No New Roads			
255	Denu	Ann	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
283	Denu	Mary	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
279	Denu	Steven	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
253	Dilger	Albert	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
783	DiTillo	John		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.27.2 - Gantz Woods		
654	Divine	Rita and Charles		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.8.1 - Amish Impacts
227	Dodley	Mary	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				

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850	Donzer	Andrew		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.5.4 - Influential People
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
887	Dooley	Danielle		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
472	Dooley	Lucille		2.3 - Alternative R				
962	Dorsam	Kody		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations
				3.5.2 - Replacement Housing				
102	Downey	Carolyn		3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.5.2 - Replacement Housing		
1006	Doyle	Rachel		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts
830	Duchmann	Karl		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass	3.5.1 - Unaccept. Relocations
				3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote		
697	Dumas	Don		2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.24.1 - Don't Take Ag Land
975	Dunn	Madison		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.10.1 - Noise Impacts	3.19.1 - Stream Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts	3.27.1 - HNF Impacts		
651	Durcholz	Amy		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.9.2 - Climate Change No Road
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
667	Durcholz	Eric		1.1 - P & N Modify	1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.10 - Incomplete Costs	3.3.1 - Drugs/Human Traff.
				3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	7.2 - Extent of PI Process
97	Durcholz	Marisa		2.8 - Facility Type Tier 1				
98	Durcholz	Marisa		1.2 - Previous Studies				
150	Durcholz	Marisa		1.1 - P & N Modify	2.8 - Facility Type Tier 1			
211	Durcholz	Marisa		3.9.2 - Climate Change No Road				
212	Durcholz	Marisa		ES.1 - RDA Role	3.5.1 - Unaccept. Relocations			
394	Durcholz	Marisa		2.10 - Incomplete Costs				
497	Durcholz	Marisa		ES.1 - RDA Role				
519	Durcholz	Marisa		ES.1 - RDA Role	1.3 - Retain Inaccessible	2.3 - Alternative R	3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations
				3.5.3 - Unique Relocation	3.9.3 - Worsen Air Quality			
553	Durcholz	Marisa		ES.1 - RDA Role	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality
554	Durcholz	Marisa		ES.1 - RDA Role				
709	Durcholz	Marisa		ES.1 - RDA Role	1.1 - P & N Modify	1.2 - Previous Studies	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.
				2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations			

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710	Durcholz	Marisa		ES.1 - RDA Role	1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.5 - O & M Costs
				2.6 - Substantial Benefit	2.8 - Facility Type Tier 1	2.9 - No Build	2.10 - Incomplete Costs	3.3.1 - Drugs/Human Traff.
				3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts	3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	7.1 - Popular Vote	7.2 - Extent of PI Process		
209	Dyal	David		2.2 - Need Only 231 Imp.	3.2.1 - Use Public Land			
495	Dyal	Doug		2.2 - Need Only 231 Imp.	3.2.1 - Use Public Land			
21	Dyal	Jacqueline		2.14 - Finalize Alignment Tier 2				
568	Earley	Eve		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.17.1 - Floodplain Impacts	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
231	Eckerle	Donald	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
237	Eckerle	Patrick	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
990	Eckert	Melissa		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
999	Eckert	Paul		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.7.1 - Local Traffic Impacts	3.9.3 - Worsen Air Quality	3.10.1 - Noise Impacts		
95	Eeigle	Christy		3.27.1 - HNF Impacts				
408	Egloff	Connie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
400	Eicher	Paul		2.2 - Need Only 231 Imp.	2.17 - Bypass/231 Upgrade	3.2.1 - Use Public Land	3.4.2 - No Loogootee Bypass	3.8.1 - Amish Impacts
391	Eichmiller	Terri		ES.2 - When Begin?	2.14 - Finalize Alignment Tier 2			
512	Eishoff	Elizabeth		2.5 - O & M Costs	2.9 - No Build	3.3.1 - Drugs/Human Traff.		
61	Elliott	Kyle		2.6 - Substantial Benefit				
714	Ellis	Joseph		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.4.4 - Local Tax Revenues
				3.5.3 - Unique Relocation	3.10.1 - Noise Impacts	3.7.1 - Local Traffic Impacts	3.17.1 - Floodplain Impacts	3.20.1 - Runoff, Groundwater
				3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	3.25.1 - Ecosystem Impacts	7.2 - Extent of PI Process	
829	Ellis	Mary Helen		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	7.1 - Popular Vote	
616	Elmore	Summer		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.		
419	Elshoff	Elizabeth		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
309	Englert	Craig	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
589	Englert	Drew		2.2 - Need Only 231 Imp.	2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
263	Englert	Jade	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
284	Englert	Joseph	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
761	Erickson	Christopher		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
336	Evans	Linda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
8	Farhar	Ed		2.6 - Substantial Benefit	3.24.1 - Take No Ag Land			
115	Fegan	John, Diana		3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote		
174	Fehribach	Dean		3.7.1 - Local Traffic Impacts				
620	Fellers	Andrew		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
736	Fellers	Jackson		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
803	Filter	Gregory		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.21.1 - Forest Impacts	
280	Fischer	Mary Jane	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
359	Fish	Kathryn		3.19.1 - Stream Impacts	3.20.1 - Runoff, Groundwater			
728	Fleck	Jason		ES.1 - RDA Role	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.10.1 - Noise Impacts
461	Fleck	Viola		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
611	Flynn	Janice		2.1 - No Impacts Acceptable	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
35	Fox	Christina		3.5.1 - Unaccept. Relocations	3.16.1 - TES Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
762	Francis	Erin		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.3 - Local Property Values	3.24.1 - Don't Take Ag Land	7.2 - Extent of PI Process
676	Fraunecker	Clara Mae		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
564	Freeman	Ryan		3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass/New Road			
415	Freyberger	Donald		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
338	Freyberger	Miranda		5.1 - Comments of Support				
890	Frick	David		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
301	Frick	Derita	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
1022	Frick	Sandra		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.24.1 - Don't Take Ag Land	
789	Frisz	Christina		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
814	Fritch	David		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	
727	Fritch	Michael		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
1019	Fritch	Ruth		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.13 - No New Roads	3.9.1 - Acreage and Climate Change	3.9.3 - Worsen Air Quality
				3.10.1 - Noise Impacts	3.16.1 - TES Impacts	3.20.1 - Runoff, Groundwater	3.25.1 - Ecosystem Impacts	
1030	Fritch	Sid		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss			
944	Fritz	Joy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
981	Frizhanger	Martha		5.1 - Comments of Support				

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
447	Fromme	Patrick		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
957	Frye	Kenneth		2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations			
26	Fuchs	Paul		2.3 - Alternative R				
426	Fuesler	Jerry		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
245	Fuhrman	Kenneth	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
213	Fuhs	Dan		2.1 - No Impacts Acceptable	2.13 - No New Roads			
740	Gaesser	Ruth		2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
746	Gaffney	Margaret		3.27.1 - HNF Impacts				
5	Garrett	Joy		2.9 - No Build	3.4.1 - Harm Cities			
757	Garrett	Trish		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	
916	Gates	Lawrence		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.8.1 - Amish Impacts	
733	Gates	Mary		2.1 - No Impacts Acceptable 3.9.2 - Climate Change No Road	2.6 - Substantial Benefit 3.17.1 - Floodplain Impacts	2.9 - No Build 3.21.1 - Forest Impacts	3.4.4 - Local Tax Revenues 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations 3.25.1 - Ecosystem Impacts
1056	Gates	Mary		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.8.1 - Amish Impacts	
764	Gates	Mary Lisa		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land
724	Gehlhausen	Nancy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
201	Gehlhausen	Tom, Ruth		3.17.1 - Floodplain Impacts				
561	Geisler	Chad		3.7.2 - New Technologies				
619	Geisler	Chad		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.7.2 - New Technologies		
604	Gelhausen	Monica		1.1 - P & N Modify 3.4.1 - Harm Cities	2.1 - No Impacts Acceptable 3.4.4 - Local Tax Revenues	2.2 - Need Only 231 Imp. 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.25.1 - Ecosystem Impacts	3.3.1 - Drugs/Human Traff.
682	Gentry	Denise		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
683	Gentry	Gregory		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
464	Gerdnick	Kathleen L		2.1 - No Impacts Acceptable	2.3 - Alternative R			
366	Gettelfinger	Cheryl		2.3 - Alternative R	3.27.1 - HNF Impacts			
872	Giesler	Chad		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.2 - New Technologies
873	Giesler	Chad		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.2 - New Technologies
930	Giesler	Jay		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
1069	Giesler	Jay		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
625	Gilbert	Steven		2.2 - Need Only 231 Imp.	3.21.1 - Forest Impacts			
65	Gingerich	Jonathon		2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
429	Gisler	Joshua		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
198	Givens	Cortney		2.1 - No Impacts Acceptable	3.21.1 - Forest Impacts	3.25.1 - Ecosystem Impacts		
304	Goepfrich	Martha	Farm Bureau	2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
442	Gogel	Michael		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
453	Goldman	Ruth		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
172	Goller	Linda		2.1 - No Impacts Acceptable	3.9.2 - Climate Change No Road	3.24.1 - Don't Take Ag Land		
144	Gootee	Steve		3.1.1 - How Impacts Determined				
489	Graber	Lee	County Asst. Fire Chief	1.1 - P & N Modify	2.4 - Will Worsen Safety	2.8 - Facility Type Tier 1	3.8.1 - Amish Impacts	
179	Graber	Leslie		2.2 - Need Only 231 Imp.	2.3 - Alternative R	3.4.1 - Harm Cities	3.8.1 - Amish Impacts	
486	Graber	Leslie		3.4.2 - No Loogootee Bypass 3.24.1 - Don't Take Ag Land	3.5.2 - Replacement Housing 3.24.2 - Ag Income Loss	3.9.1 - Acreage and Climate Change	3.24.1 - Don't Take Ag Land	3.21.1 - Forest Impacts
16	Graber	Marlin		2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
158	Graber	Willis		2.3 - Alternative R				
89	Gray	Cathy		3.21.1 - Forest Impacts	3.25.1 - Ecosystem Impacts			
626	Greene	Linda		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.16.1 - TES Impacts	3.18.1 - Wetland Impacts
232	Gress	Michael	Farm Bureau	3.21.1 - Forest Impacts 3.24.2 - Ag Income Loss	3.24.1 - Don't Take Ag Land	3.27.2 - Gantz Woods	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
671	Grewe	Karen, Bob		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities	
351	Grider	Stephen		2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land			
208	Gutgsell	David		5.1 - Comments of Support	3.2.1 - Use Public Land			
339	Gutgsell	David		5.1 - Comments of Support				
437	Gutgsell	Lawrence		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
750	Gutmann	Brenda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.19.1 - Stream Impacts	3.21.1 - Forest Impacts	3.23.1 - Karst Impacts
877	Guy	Charles		2.1 - No Impacts Acceptable 3.4.4 - Local Tax Revenues	2.4 - Will Worsen Safety 3.5.1 - Unaccept. Relocations	2.6 - Substantial Benefit 3.8.1 - Amish Impacts	3.4.1 - Harm Cities 3.24.1 - Don't Take Ag Land	3.4.2 - No Loogootee Bypass
108	Guy	Debra		1.3 - Retain Inaccessible	2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass	3.4.4 - Local Tax Revenues	
260	Haase	Gerald	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
588	Halsberk	Connie		1.1 - P & N Modify	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
196	Hamilton	Abby		2.3 - Alternative R	3.24.1 - Don't Take Ag Land			
859	Hamilton	Beverly		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	

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377	Hammel	Kirby		2.6 - Substantial Benefit	3.9.3 - Worsen Air Quality	3.10.1 - Noise Impacts	3.25.1 - Ecosystem Impacts	
522	Hanselman	Allen	Schnitzelbank	2.12 - Agencies Want Upgrades	2.15 - Western Dubois Corridor	3.5.1 - Unaccept. Relocations		
895	Hanselman	Donna		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	
469	Hanselman	Gary		3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation			
276	Harpenau	Karen	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
410	Harris	Daniel		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
758	Harris	Gillian		2.1 - No Impacts Acceptable 3.27.2 - Gantz Woods	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
199	Harris	James		5.1 - Comments of Support				
439	Harris	Linda		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
219	Harris	Paul	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
88	Hartley	Chris		3.9.2 - Climate Change No Road				
342	Hartwick	Brad		2.11 - No Economic Devel.	3.4.1 - Harm Cities	3.4.3 - Local Property Values		
536	Hasenour	Christopher		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
681	Hasenour	Colten		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
271	Hasenour	Diane	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
551	Hasenour	Donna		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
135	Hasenour	Shirley		3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing			
456	Hasenour	Stan		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
136	Hasenour	Tim		2.12 - Agencies Want Upgrades	3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	3.10.1 - Noise Impacts	
259	Haseour	Earl	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
915	Hassfurther	Gary		2.1 - No Impacts Acceptable 7.1 - Popular Vote	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
972	Hassfurther	Lori		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp. 3.25.1 - Ecosystem Impacts	2.6 - Substantial Benefit 7.1 - Popular Vote	3.5.1 - Unaccept. Relocations	3.10.1 - Noise Impacts
643	Hauersperger	Bud		2.15 - Western Dubois Corridor				
523	Hauersperger	Sheila		1.3 - Retain Inaccessible	3.10.1 - Noise Impacts			
813	Hauersperger	Shiela		1.3 - Retain Inaccessible	3.10.1 - Noise Impacts			
1017	Hautsch	Roberta		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	7.2 - Extent of PI Process	

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818	Hays	Carter		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.9 - No Build		
285	Hecke	Terrence	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
310	Heeke	Brian	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
236	Heeke	Leola	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
1014	Heeke	Richard		1.1 - P & N Modify 3.24.1 - Don't Take Ag Land	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
297	Heisman	Eugene	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
19	Hembree	Nick		2.7 - Local Impr. Details				
55	Hembree	Ryan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.2 - Replacement Housing	3.5.3 - Unique Relocation	
659	Henke	Mary Beth		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote	
661	Henke	Mary Beth		ES.1 - RDA Role	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	
459	Henke	Suzan		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
202	Henninger	Jay		2.3 - Alternative R				
723	Herrmann	Angela		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.21.1 - Forest Impacts	3.23.1 - Karst Impacts	3.24.1 - Don't Take Ag Land
607	Hess	Mary		2.1 - No Impacts Acceptable 3.19.1 - Stream Impacts	2.12 - Agencies Want Upgrades 3.21.1 - Forest Impacts	3.5.1 - Unaccept. Relocations 3.24.1 - Don't Take Ag Land	3.17.1 - Floodplain Impacts 3.24.2 - Ag Income Loss	3.18.1 - Wetland Impacts
382	Hibbs	Jameson		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.9.1 - Acreage and Climate Change	3.20.1 - Runoff, Groundwater	
62	Hildenbrand	Greg		2.2 - Need Only 231 Imp.	2.3 - Alternative R	3.5.1 - Unaccept. Relocations		
392	Hildenbrand	Jacob		2.2 - Need Only 231 Imp.				
290	Hochgesang	Angnes	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
517	Hochgesang	Gary		2.3 - Alternative R	3.24.1 - Don't Take Ag Land			
701	Hochgesang	Gayle		2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
702	Hochgesang	John		2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
197	Hochgesang	Matt		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.3 - Unique Relocation	3.7.1 - Local Traffic Impacts	3.17.1 - Floodplain Impacts
86	Hochgesang	Michael		3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land			
128	Hochgesang	Michael		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.9.3 - Worsen Air Quality	3.20.1 - Runoff, Groundwater
991	Hochgesang	Michael		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.13.1 - Cultural Resources

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460	Hochgesang	Tim		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
809	Hoffman	Dawn		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
242	Hoffman	Jeff	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
239	Hoffman	Lisa	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
1007	Hoffman	Rachel		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
244	Hoffman	Rose	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
252	Hoffman	Wilma	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
417	Hohler	Edward		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
824	Hopf	Gary		5.1 - Comments of Support				
541	Hopf	James		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
543	Hopf	Keith		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
601	Hopf	Sharon, Adam, Melissa	Cedar Crest Farms	2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss
305	Hopf	Ann	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
319	Hopf	Ann	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
224	Hopf	David	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
302	Hopf	Gabriel	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
318	Hopf	Kathy	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
294	Hopf	Steven, Nancy	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
287	Hoppenjans	Devin	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
674	Hoppenjaus	Lee Ray, Barb		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
348	Howard	Ann Marie		3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
993	Hubster	Morgan		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
857	Huelsman	Betty		ES.1 - RDA Role 3.8.1 - Amish Impacts	2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
917	Huelsman	Gerald		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land
107	Hulsback	Connie		2.6 - Substantial Benefit	3.5.3 - Unique Relocation			
182	Hulsbeck	Connie		2.3 - Alternative R	2.6 - Substantial Benefit	3.5.3 - Unique Relocation		
90	Hultz	Teresa		2.1 - No Impacts Acceptable	3.18.1 - Wetland Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts	
424	Humbert	James		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
865	Hupp	Bruce		2.1 - No Impacts Acceptable 3.9.2 - Climate Change No Road	2.2 - Need Only 231 Imp. 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
1013	Hupp	Rhonda		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	
163	Hurst	Jackson		5.1 - Comments of Support				
958	Ingram	Kenny		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
1028	Ingram	Sherri		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
49	Inman	John		2.14 - Finalize Alignment Tier 2				
663	Jahn	Kyle		2.1 - No Impacts Acceptable 3.9.3 - Worsen Air Quality	2.6 - Substantial Benefit 3.10.1 - Noise Impacts	3.3.1 - Drugs/Human Traff. 3.21.1 - Forest Impacts	3.5.1 - Unaccept. Relocations 3.24.1 - Don't Take Ag Land	3.9.2 - Climate Change No Road
885	James	Curtis		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	
831	Jeffers	Janice		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.4.1 - Harm Cities	
627	Jeffery	Rosemarie		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.3 - Alternative R 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit 3.25.1 - Ecosystem Impacts	3.16.1 - TES Impacts	3.18.1 - Wetland Impacts
490	Jerrels	Brianne	Greene Co. Econ. Devel. Dir.	5.1 - Comments of Support				
277	Jochem	Mark	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
468	Jochem	Mark		2.3 - Alternative R	2.14 - Finalize Alignment Tier 2	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
70	Johnson	Daniel		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
71	Johnson	Daniel		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
823	Johnson	Robert & Melinda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.25.1 - Ecosystem Impacts		
866	Jones	Burton		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
23	Jones	Nancy L		2.6 - Substantial Benefit				
1012	Kahle	Regina		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts
985	Kamman	Matt		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
1040	Kamman	Tara		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.1 - Harm Cities	
344	Kane	Brandy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
1068	Kell	Amy		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	3.9.3 - Worsen Air Quality	

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
274	Kellams	Brian	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss	2.9 - No Build			
848	Keller	Amy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.16.1 - TES Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
849	Keller	Amy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
868	Keller	Carol		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit		
869	Keller	Carol		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
942	Keller	Josh		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
1060	Keller	Josh		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.		
843	Keller	Keith		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
821	Keller	Michelle		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
226	Keller	Thomas	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
474	Kelly	Kurt		2.1 - No Impacts Acceptable				
730	Kemp	Laura		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.9 - No Build	3.5.1 - Unaccept. Relocations	3.16.1 - TES Impacts
				3.19.1 - Stream Impacts	3.21.1 - Forest Impacts	3.23.1 - Karst Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts
				3.27.1 - HNF Impacts				
507	Kendall	Teresa		2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass/New Road			
185	Kennedy	Janet		2.1 - No Impacts Acceptable	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts
388	Kennedy	Janet		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.9.2 - Climate Change No Road		
354	Kennedy - Nguyen	Kyler		2.1 - No Impacts Acceptable	2.3 - Alternative R			
334	Kern	Dave		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.15 - Western Dubois Corridor		
104	King	Chris		2.1 - No Impacts Acceptable	2.3 - Alternative R			
161	Kippenbrock	Dennis		5.1 - Comments of Support				
357	Kirchoff	Stacy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
719	Klawitter	Kathy		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
1064	Klawitter	Samuel		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
628	Klehfoth	No First Name		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.25.1 - Ecosystem Impacts		
452	Kleumper	Ronald		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
748	Kluemper	Daryl		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
312	Kluemper	Kathleen	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
914	Knebel	Fred		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
922	Knepp	Howard		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	

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931	Knepp	Jeanne		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	2.10 - Incomplete Costs
				2.12 - Agencies Want Upgrades	3.3.1 - Drugs/Human Traff.	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
				3.9.3 - Worsen Air Quality	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.25.1 - Ecosystem Impacts				
996	Knepp	Nicholas		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.11 - No Economic Devel.	2.16 - Dubois Strong Study
				3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
103	Knies	Charlene		2.14 - Finalize Alignment Tier 2				
409	Knies	Dale		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
422	Knies	George		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
240	Knies	Joni	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
544	Knies	Kent		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
856	Knight	Barbara		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
352	Kortebein	Carol		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
874	Krampe	Chad		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.5 - O & M Costs	2.6 - Substantial Benefit
				2.10 - Incomplete Costs				
875	Krampe	Chad		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit
				2.11 - No Economic Devel.	3.7.1 - Local Traffic Impacts			
896	Krampe	Donna		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.5.4 - Influential People
				3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land			
935	Krampe	Jill		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades
936	Krampe	Jill		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.9.1 - Acreage and Climate Change	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
668	Krampe	Steve		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.5.1 - Unaccept. Relocations
				3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land			
700	Krampe	Steve		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
372	Krampe	Sue		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit		
335	Krininger	Kenny		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.20.1 - Runoff, Groundwater
				3.23.1 - Karst Impacts	3.25.1 - Ecosystem Impacts			
295	Krodel	Karen	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				

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331	Kuchtaz	Nathan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
33	Kunkler	Brian		2.3 - Alternative R	3.4.1 - Harm Cities			
819	Laker	Ann		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.19.1 - Stream Impacts	3.25.1 - Ecosystem Impacts
547	Lamperf	Timothy		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
675	Lampert	Lucinda		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
473	Lamping	Cory		2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.19.1 - Stream Impacts	3.25.1 - Ecosystem Impacts	
800	Lange	Diane		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations 3.24.2 - Ag Income Loss	3.5.3 - Unique Relocation	3.18.1 - Wetland Impacts
799	Lange	Evan		1.1 - P & N Modify 3.24.1 - Don't Take Ag Land	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
798	Lange	Kendyl		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
980	Lange	Martha		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit 3.24.2 - Ag Income Loss	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
982	Lange	Mary		2.1 - No Impacts Acceptable 3.7.1 - Local Traffic Impacts	2.2 - Need Only 231 Imp. 3.9.3 - Worsen Air Quality	2.4 - Will Worsen Safety 3.10.1 - Noise Impacts	2.6 - Substantial Benefit	3.4.1 - Harm Cities
1015	Leinenbach	Richard		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.13 - No New Roads	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
457	Leinenbach	Stan		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
269	Leistner	Joan	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
262	Leistner	Ronald	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
171	Leuken	Brenda		2.12 - Agencies Want Upgrades	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote		
175	Leuken	Ralph		2.3 - Alternative R				
261	Leuken	Raymond	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
258	Leuken	Ronald	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
747	Levin	Cathy, Elizabeth		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit 3.27.2 - Gantz Woods	3.16.1 - TES Impacts	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
995	Libbert	Nathan		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.4 - Influential People
314	Lichlyter	Andy, Becky	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
266	Lichlyter	Michael	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
101	Lieuhnier	Brian		2.2 - Need Only 231 Imp.	3.5.3 - Unique Relocation			

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443	Lindauer	Michael		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
450	Lindauer	Rita		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
76	Lindsay	John		2.1 - No Impacts Acceptable	3.24.1 - Don't Take Ag Land			
786	Lindsey	John		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
1035	Lintzenich	Steven		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
526	Linville	Mary		2.2 - Need Only 231 Imp.	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land		
959	Litzenich	Kenny		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.4 - Will Worsen Safety 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations
537	Loehr	David		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
986	Loehr	Matthew		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
470	Lowe	Julia		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.9 - No Build		
531	Lowe	Julia		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
577	Luebbehusen	Diane		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
432	Lueken	Kevin		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
401	Lukemeyer	Steve		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.16 - Dubois Strong Study	7.1 - Popular Vote	
782	Magyar	Janice		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
925	Marinin	Jade		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
75	Martin	Jody M		2.6 - Substantial Benefit	7.1 - Popular Vote			
82	Masterson	JoAnn		ES.1 - RDA Role	2.17 - Bypass/231 Upgrade	3.2.1 - Use Public Land		
1058	Masterson	Joanne		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.9 - No Build	3.24.1 - Don't Take Ag Land
112	Mathies	Gary		2.2 - Need Only 231 Imp. 7.2 - Extent of PI Process	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.4.4 - Local Tax Revenues
176	Mathies	George		3.8.1 - Amish Impacts				
921	Mathies	Gregory		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss
484	Mathies	Jered		2.2 - Need Only 231 Imp.	3.4.2 - No Loogootee Bypass/New Road	3.24.1 - Don't Take Ag Land		
721	Mathies	Kelly		2.4 - Will Worsen Safety 3.8.1 - Amish Impacts	2.18 - Through Loogootee 7.1 - Popular Vote	3.1.1 - How Impacts Determined	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass
488	Mathies	Lance		2.3 - Alternative R	2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass		
491	Mathies	Terri		2.2 - Need Only 231 Imp.	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	
93	Matthew	Amtonia		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.20.1 - Runoff, Groundwater	
74	Mattison	J Bryan		2.6 - Substantial Benefit	5.1 - Comments of Support			
467	Mauder	Teresa		3.4.2 - No Loogootee Bypass	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.24.1 - Don't Take Ag Land	

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
637	Maxey	Paula		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	7.2 - Extent of PI Process
644	Maxey	Paula		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.9 - No Build	7.1 - Popular Vote	7.2 - Extent of PI Process
556	Mayfield	Diane		2.3 - Alternative R				
1020	McAtee	Ryan		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.17 - Bypass/231 Upgrade	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
1047	McAtee	William		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	2.11 - No Economic Devel.	2.17 - Bypass/231 Upgrade	3.5.1 - Unaccept. Relocations
657	McAuliff	Edward		1.3 - Retain Inaccessible 3.9.2 - Climate Change No Road	2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
988	McBane	Melanie		1.3 - Retain Inaccessible 3.25.1 - Ecosystem Impacts	2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.10.1 - Noise Impacts
330	McBride	John		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
861	McCain	Blake		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
755	McCarthy	Nancy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
766	McCarthy	Nancy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
1071	McClanahan	Denise		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit		
1066	McClanahan	Rachel, Ava		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations 3.25.1 - Ecosystem Impacts	3.16.1 - TES Impacts	3.21.1 - Forest Impacts
499	McCormick	Ray		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.23.1 - Karst Impacts	3.24.1 - Don't Take Ag Land	
498	McCoy	Jason		2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation		
514	McCoy	Jason		2.1 - No Impacts Acceptable	2.9 - No Build			
685	McCullough	Dustin		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
496	McCullough	Tina		2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation		
617	McCullough	Tina		2.2 - Need Only 231 Imp. 3.21.1 - Forest Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.7.1 - Local Traffic Impacts
807	McDaniel	Anne		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
28	McDonald	Mac		2.14 - Finalize Alignment Tier 2	3.5.1 - Unaccept. Relocations			
788	McDowell	Peter		2.1 - No Impacts Acceptable 3.7.1 - Local Traffic Impacts	2.2 - Need Only 231 Imp. 3.18.1 - Wetland Impacts	2.6 - Substantial Benefit 3.24.1 - Don't Take Ag Land	3.4.1 - Harm Cities	3.4.4 - Local Tax Revenues
715	McHugh	Jerry		2.1 - No Impacts Acceptable 3.10.1 - Noise Impacts	2.6 - Substantial Benefit 3.25.1 - Ecosystem Impacts	3.3.1 - Drugs/Human Traff.	3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality
66	McKee	Whitney		2.3 - Alternative R	3.9.3 - Worsen Air Quality			
178	McKee	Whitney		2.3 - Alternative R				

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672	McKee	Whitney		2.1 - No Impacts Acceptable 3.25.1 - Ecosystem Impacts	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
851	McKeogh	Andy		ES.1 - RDA Role	3.21.1 - Forest Impacts	3.25.1 - Ecosystem Impacts		
749	McKeon	Heather		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
946	McKeough	Kamden		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
579	Mehling	Ralph		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
528	Mehringer	Annette		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit		
346	Mehringer	Sam		2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation		
521	Melchior	Jeanne		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	
648	Melchior	Jeanne		2.1 - No Impacts Acceptable	3.9.3 - Worsen Air Quality			
928	Menke	Janice		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
906	Merkley	Ed and Mary		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.5.1 - Unaccept. Relocations	
964	Messier	Kurt		1.3 - Retain Inaccessible 3.21.1 - Forest Impacts	2.1 - No Impacts Acceptable 3.25.1 - Ecosystem Impacts	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality
243	Messmer	Doug	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
307	Messmer	Lance	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
532	Methena	Lisa		2.1 - No Impacts Acceptable	7.1 - Popular Vote			
970	Methena	Lisa Ann		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
971	Methena	Lisa Ann		2.1 - No Impacts Acceptable 3.25.1 - Ecosystem Impacts	2.2 - Need Only 231 Imp. 7.1 - Popular Vote	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
842	Meyer	Abigail		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
584	Meyer	Anthony		2.2 - Need Only 231 Imp. 3.21.1 - Forest Impacts	3.9.1 - Acreage and Climate Change 3.24.1 - Don't Take Ag Land	3.9.2 - Climate Change No Road	3.18.1 - Wetland Impacts	3.20.1 - Runoff, Groundwater
835	Meyer	Bill		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations		
894	Meyer	Donald		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
384	Meyer	Doris		1.1 - P & N Modify	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
907	Meyer	Edward		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
908	Meyer	Edward		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
934	Meyer	Jerel		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
969	Meyer	Laura		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
597	Meyer	Roger		2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss
806	Meyer	Sandra		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	

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680	Meyer	Susan		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
1037	Meyer	Susan		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	2.11 - No Economic Devel.
832	Michaels	Thomas		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land
706	Michel	Loretta		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.10.1 - Noise Impacts	
817	Michel	Philip		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
929	Miller	Jason		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
445	Miller	Nick		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
298	Miller	Ralph	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
629	Miya	Shawn		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp. 3.25.1 - Ecosystem Impacts	3.16.1 - TES Impacts 3.27.2 - Gantz Woods	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
12	Mooney	Mike		2.9 - No Build	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
92	Morgan	Leslie		3.10.1 - Noise Impacts				
448	Morgan	Patty		3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
1031	Moya	Slayton		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
533	Myers	Connie		2.2 - Need Only 231 Imp.	3.4.1 - Harm Cities			
329	Neukam	Greg, Krystal		ES.2 - When Begin?	2.14 - Finalize Alignment Tier 2	3.24.1 - Don't Take Ag Land		
186	Neukam	Kurt		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades		
389	Newcom	Paula		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.24.1 - Don't Take Ag Land		
784	Newcom	Paula		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
116	Niehaus	Lisa		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations		
501	Niehoff	Bryant	Daviess Co. Econ. Devel. Dir.	5.1 - Comments of Support				
355	Nielsen	Kate		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
167	No Last Name	Brielle		3.3.2 - School Buses Cross	5.1 - Comments of Support			
792	No Last Name	Hope		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations		
591	No Last Name	Jeffrey		ES.1 - RDA Role	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
639	No Last Name	Madison		3.24.1 - Don't Take Ag Land	7.2 - Extent of PI Process	3.9.2 - Climate Change No Road		
1004	No Last Name	Marilyn		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.13 - No New Roads	3.24.1 - Don't Take Ag Land	
754	No Last Name	Steve		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
905	No Name			ES.1 - RDA Role 3.5.1 - Unaccept. Relocations	1.2 - Previous Studies	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit

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386	Nordhoff	Mary		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	3.9.1 - Acreage and Climate Change
				3.24.1 - Don't Take Ag Land				
463	Norrick	Christopher		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	
480	Nowotarski	Carol		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit		
510	Nowotarski	Carol		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.9 - No Build	2.12 - Agencies Want Upgrades	
845	Nowotarski	Carol		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.24.1 - Don't Take Ag Land	7.2 - Extent of PI Process			
153	Nowotarski	Mark		3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality	3.10.1 - Noise Impacts	3.16.1 - TES Impacts	3.17.1 - Floodplain Impacts
				3.25.1 - Ecosystem Impacts				
360	Nowotarski	Mark		3.19.1 - Stream Impacts				
509	Nowotarski	Mark		ES.1 - RDA Role	1.1 - P & N Modify	2.11 - No Economic Devel.		
897	Nowotarski	Mark		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
				3.5.3 - Unique Relocation	3.5.4 - Influential People	7.2 - Extent of PI Process		
899	Nowotarski	Mark		3.3.1 - Drugs/Human Traff.				
900	Nowotarski	Mark		ES.1 - RDA Role	1.2 - Previous Studies	1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit
				2.12 - Agencies Want Upgrades	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	7.2 - Extent of PI Process
155	O'Donnell	Eugene		2.1 - No Impacts Acceptable	3.21.1 - Forest Impacts			
630	O'Donnell	Molly		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
753	O'Donnell	Molly		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
228	Oeding	Kurt	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
652	Oleson	Peter		2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.27.2 - Gantz Woods				
903	Osborne	Dwayne		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	
904	Osborne	Dwayne		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts		
976	Osborne	Mandy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
977	Osborne	Mandy		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.4.4 - Local Tax Revenues
332	Ostoll	No First Name		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
317	Overbey	Connie	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
69	Oxendine	Donnie, Eileen		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades			
615	Padgett	Quinn		2.2 - Need Only 231 Imp.	3.24.1 - Don't Take Ag Land			

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540	Painter	Grey		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
293	Parker	Brogan	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
365	Pate	Heather		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
378	Pate	Nathan		2.3 - Alternative R				
631	Pate	Nathan		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.9.2 - Climate Change No Road		
587	Patterson	Christa		ES.1 - RDA Role	1.3 - Retain Inaccessible	2.2 - Need Only 231 Imp.	7.2 - Extent of PI Process	
751	Patterson	Steven		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
421	Peach	Gary		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
609	Peller	Julie	Chemistry Prof. Valparaiso Univ.	2.1 - No Impacts Acceptable	2.13 - No New Roads	3.9.2 - Climate Change No Road		
725	Peter	Brad, Janna		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
48	Petit	Nick		2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass	3.5.1 - Unaccept. Relocations		
992	Pfister	Michelle, Paul		ES.1 - RDA Role 3.18.1 - Wetland Impacts	2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit 3.25.1 - Ecosystem Impacts	3.5.1 - Unaccept. Relocations 7.2 - Extent of PI Process
183	Pierce	Heather		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	3.5.1 - Unaccept. Relocations	3.7.2 - New Technologies	3.19.1 - Stream Impacts	3.21.1 - Forest Impacts
768	Pinney	Alan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
771	Piper	Derek		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
932	Popp	Jeff		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	7.2 - Extent of PI Process	
948	Popp	Jeff		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts		
595	Popp	Margaret		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.4.4 - Local Tax Revenues	3.5.4 - Influential People
1018	Popp	Rose		2.1 - No Impacts Acceptable 3.5.4 - Influential People	2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.5.1 - Unaccept. Relocations
91	Porter	Bryan		ES.1 - RDA Role 3.24.1 - Don't Take Ag Land	2.2 - Need Only 231 Imp.	2.3 - Alternative R	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts
398	Potter	Jim, Sue		5.1 - Comments of Support				
170	Potts	Marla		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
641	Powell	Kevin		2.1 - No Impacts Acceptable 3.5.2 - Replacement Housing	2.5 - O & M Costs 7.2 - Extent of PI Process	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations
1063	Powell	Melanie		ES.1 - RDA Role 3.3.1 - Drugs/Human Traff.	1.1 - P & N Modify 3.7.1 - Local Traffic Impacts	2.1 - No Impacts Acceptable 7.2 - Extent of PI Process	2.4 - Will Worsen Safety	2.6 - Substantial Benefit

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608	Probasco	Tom		2.1 - No Impacts Acceptable	2.13 - No New Roads			
40	Pruett	Dennis		2.2 - Need Only 231 Imp.	2.14 - Substantial Benefits			
891	Pund	David		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
6	Pund	Pam		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit		
1026	Pund	Sheila		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
796	Quick	Kyla		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	7.1 - Popular Vote		
173	Raber	Gene		5.1 - Comments of Support				
358	Radecki	Allana		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
853	Rahman	Angela		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
854	Rahman	Angela		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.9.1 - Acreage and Climate Change	3.9.2 - Climate Change No Road
				3.9.3 - Worsen Air Quality	3.19.1 - Stream Impacts	3.24.1 - Don't Take Ag Land		
910	Rahman	Edwin		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	
				3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
918	Rahman	Gloria		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
1033	Rahman	Steve		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land
1034	Rahman	Steve		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.6 - Substantial Benefit
				2.10 - Incomplete Costs				
364	Rayman	Steven		5.1 - Comments of Support				
466	Razor	Mark		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
632	Reardon	Mary		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.25.1 - Ecosystem Impacts	3.27.2 - Gantz Woods			
994	Reckelhoff	Mr./Mrs. Eddie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
225	Reckelhoff	William	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
852	Recker	Angela		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.4.1 - Harm Cities
				3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land			
303	Recker	Sylvia	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
129	Rees	Mike		2.14 - Finalize Alignment Tier 2				
1065	Rees	Mike, Judy		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	2.8 - Facility Type Tier 1	3.5.1 - Unaccept. Relocations
573	Rehl	Edith		2.2 - Need Only 231 Imp.	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
686	Reichmann	Ruth, Marion		2.1 - No Impacts Acceptable	3.9.2 - Climate Change No Road			
403	Reisinger	Carol		1.3 - Retain Inaccessible	3.24.1 - Don't Take Ag Land			
402	Reisinger	Joseph		2.14 - Finalize Alignment Tier 2	2.17 - Bypass/231 Upgrade	3.24.1 - Don't Take Ag Land		
585	Renner	Charles		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.10.1 - Noise Impacts	3.21.1 - Forest Impacts			
586	Renner	Charles		1.3 - Retain Inaccessible	2.2 - Need Only 231 Imp.	3.19.1 - Stream Impacts	3.20.1 - Runoff, Groundwater	
217	Reutman	Ann	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss	3.4.1 - Harm Cities	3.5.2 - Replacement Housing		
60	Rhoda	Robert		2.1 - No Impacts Acceptable				
494	Richer	Caleb		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades	3.24.1 - Don't Take Ag Land		
603	Rickelman	Louise		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
658	Riley	Samantha		1.1 - P & N Modify	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
300	Ring	David	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
511	Ring	David		2.9 - No Build	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss		
157	Ritter	Carol		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit			
571	Roach	Jonathan		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.5.3 - Unique Relocation	3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land
941	Roach	Jonathan		2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.8.1 - Amish Impacts	3.25.1 - Ecosystem Impacts
549	Roach	Victoria		2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.8.1 - Amish Impacts	3.19.1 - Stream Impacts
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
793	Roberts	Juliet		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
855	Robinson	Angie		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss			
901	Roesner	Donna		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
937	Roesner	Jill		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
471	Rogahn	Julien		2.6 - Substantial Benefit				
385	Rosenquist	Niles		1.2 - Previous Studies	2.3 - Alternative R	2.17 - Bypass/231 Upgrade		
983	Rothert	Mary		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
633	Rupp	Robin		2.1 - No Impacts Acceptable	2.3 - Alternative R	3.21.1 - Forest Impacts		
847	Sandage	Aileen		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
27	Sassano	Robert		2.3 - Alternative R	2.12 - Agencies Want Upgrades			

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
286	Schepers	Janet	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
241	Scherle	Bernard	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
664	Scherle	Maria		2.3 - Alternative R	2.6 - Substantial Benefit			
238	Scherle	Rick	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
600	Schmidt	Stan		2.1 - No Impacts Acceptable	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss		
598	Schmitt	Sandy		2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	
574	Schmucker	Connie		2.2 - Need Only 231 Imp. 3.27.2 - Gantz Woods	3.16.1 - TES Impacts	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
433	Schnarr	Kevin		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
207	Schnaus	Ken		5.1 - Comments of Support				
273	Schnell	Allen	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
250	Schnell	Connie	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
268	Schnell	Kenneth	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
15	Schramm	John		2.6 - Substantial Benefit	3.9.2 - Climate Change No Road			
221	Schroeder	Bernard	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
390	Schroeder	Bernie		3.3.2 - School Buses Cross				
550	Schroering	John		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades	7.2 - Extent of PI Process		
699	Schroering	John		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	7.2 - Extent of PI Process	
1059	Schroering	John		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.6 - Substantial Benefit	2.10 - Incomplete Costs
				3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations	3.9.3 - Worsen Air Quality	3.13.1 - Cultural Resources	3.18.1 - Wetland Impacts
				3.19.1 - Stream Impacts	3.20.1 - Runoff, Groundwater	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
73	Schroering	John F		2.6 - Substantial Benefit				
545	Schroering	Leon		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
247	Schroering	Paul	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
673	Schuetter	Annette		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
858	Schuetter	Brenda		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.3.1 - Drugs/Human Traff.
				3.5.1 - Unaccept. Relocations	3.9.3 - Worsen Air Quality	3.13.1 - Cultural Resources	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts
				3.20.1 - Runoff, Groundwater	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
411	Schuetter	David		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
776	Schuetter	Sarah		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.10.1 - Noise Impacts	3.25.1 - Ecosystem Impacts	
580	Schulte	Ann		ES.1 - RDA Role	1.2 - Previous Studies	2.2 - Need Only 231 Imp.	7.2 - Extent of PI Process	
669	Schulte	Joyce		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.3.1 - Drugs/Human Traff.
				3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
165	Schulte	Mark		ES.1 - RDA Role				
596	Schulte	Mark		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	
698	Schulte	Mark		ES.1 - RDA Role	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
				3.24.1 - Don't Take Ag Land				
656	Schulte	Mike		1.1 - P & N Modify	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations	3.9.2 - Climate Change No Road
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
34	Schulthies	Philip J		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	2.17 - Bypass/231 Upgrade
				3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	3.9.1 - Acreage and Climate Change	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss	3.25.1 - Ecosystem Impacts			
482	Schulthies	PJ		2.2 - Need Only 231 Imp.	3.24.1 - Don't Take Ag Land			
634	Schwab	Michael		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
223	Schwartz	Frank	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
878	Schwenk	Chase		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land	
142	Schwenk	Donna		2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
1036	Schwing- hamer	Sue		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
743	Schwoeppe	Dwain		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.9 - No Build		
565	Seals	Jody		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.24.1 - Don't Take Ag Land
477	Seger	Leslie		1.3 - Retain Inaccessible	2.5 - O & M Costs	3.3.1 - Drugs/Human Traff.	3.4.1 - Harm Cities	
636	Seger	Leslie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road	3.9.3 - Worsen Air Quality	3.18.1 - Wetland Impacts
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
690	Seger	Leslie		1.1 - P & N Modify	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.8 - Facility Type Tier 1
				2.9 - No Build	3.7.1 - Local Traffic Impacts			
692	Seger	Leslie		2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.4.1 - Harm Cities
				3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.5.3 - Unique Relocation	

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1062	Seger	Leslie		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.5 - O & M Costs	2.6 - Substantial Benefit	2.11 - No Economic Devel.
				3.4.3 - Local Property Values	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.5.3 - Unique Relocation
254	Sehninger	Ralph	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
581	Seidl	Jay, Jean		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	3.4.1 - Harm Cities		
1072	Seitz	Mark		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.16.1 - TES Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
876	Seng	Charles, Doris		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
666	Seng	Linda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations		
973	Seng	Louis		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit		
418	Senninger	Edward		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
17	Sergesketter	Sarah		3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land			
599	Sergesketter	Sarah		2.2 - Need Only 231 Imp.	2.5 - O & M Costs	3.4.4 - Local Tax Revenues	3.9.1 - Acreage and Climate Change	3.9.3 - Worsen Air Quality
				3.20.1 - Runoff, Groundwater	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss		
949	Sermersheim	Karen		ES.1 - RDA Role	1.2 - Previous Studies	1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety
				2.6 - Substantial Benefit	2.9 - No Build	3.4.1 - Harm Cities	3.7.1 - Local Traffic Impacts	3.18.1 - Wetland Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
1073	Sermersheim	William		ES.1 - RDA Role	1.2 - Previous Studies	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
234	Sermersheim	Cory	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
1046	Sermeskia	William		ES.1 - RDA Role	1.2 - Previous Studies	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit
				3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land			
156	Sheetz	Tonya		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	3.5.1 - Unaccept. Relocations	3.10.1 - Noise Impacts	3.25.1 - Ecosystem Impacts
805	Sherfick	Jacqueline, Anne		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
610	Sherrill	Tammy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.5.3 - Unique Relocation		
822	Shock	Dennis		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
14	Shultz	Gerard		2.2 - Need Only 231 Imp.				
911	Sickbert	Elizabeth		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
1061	Sit	Katrina		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
870	Sitzman	Carrie		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.24.1 - Don't Take Ag Land
315	Sitzman	David	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
100	Small	Alan		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
113	Small	Jamie		2.6 - Substantial Benefit				

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134	Small	Ruth		2.1 - No Impacts Acceptable				
760	Smiley	Steven Douglas		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.3 - Alternative R	2.6 - Substantial Benefit	
884	Smith	Curt		2.1 - No Impacts Acceptable 3.5.1 - Unaccept. Relocations	2.4 - Will Worsen Safety 3.10.1 - Noise Impacts	2.6 - Substantial Benefit	3.4.3 - Local Property Values	3.4.4 - Local Tax Revenues
678	Smith	Eliot		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.17.1 - Floodplain Impacts	3.18.1 - Wetland Impacts
557	Smith	Karen		2.1 - No Impacts Acceptable 3.21.1 - Forest Impacts	2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.19.1 - Stream Impacts	3.20.1 - Runoff, Groundwater
214	Smith	Kenneth	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
963	Smith	Kristina		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.10.1 - Noise Impacts	3.25.1 - Ecosystem Impacts	
121	Smith	Martha		2.15 - Western Dubois Corridor				
123	Smith	Martha		2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
124	Smith	Martha		2.3 - Alternative R				
125	Smith	Martha		2.5 - O & M Costs				
126	Smith	Martha		3.4.1 - Harm Cities				
127	Smith	Martha		2.15 - Western Dubois Corridor				
769	Smith	Mike		2.17 - Bypass/231 Upgrade	5.1 - Comments of Support			
693	Smock	Alan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.17 - Bypass/231 Upgrade	7.1 - Popular Vote	7.2 - Extent of PI Process
566	Smolecki	Cheryl		2.3 - Alternative R	3.21.1 - Forest Impacts	3.25.1 - Ecosystem Impacts		
828	Sommers	Sondra		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
912	Sorders	Emily		2.1 - No Impacts Acceptable 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
451	Soudens	Rodney		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
38	Souerdike	Donna		3.5.3 - Unique Relocation				
39	Souerdike	Donna		3.5.1 - Unaccept. Relocations				
646	Spellmeyer	Leonard, Connie		1.3 - Retain Inaccessible 3.24.1 - Don't Take Ag Land	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts	3.21.1 - Forest Impacts
665	Steigerwald	Gayle		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit		
10	Steiner	Paul		2.14 - Finalize Alignment Tier 2	3.2.1 - Use Public Land			
902	Stemle	Donna		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.25.1 - Ecosystem Impacts
264	Stemle	Doris	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
1009	Stemle	Randy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
1051	Stetter	Brenda		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
220	Stetter	William	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
356	Stewart	Kevin		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
703	Stiegel	Paul		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations
				3.7.1 - Local Traffic Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
560	Stoll	Amanda		3.3.2 - School Buses Cross	3.8.1 - Amish Impacts			
78	Stoll	Dustin		2.2 - Need Only 231 Imp.	2.3 - Alternative R	2.6 - Substantial Benefit		
349	Strange	Mark		2.3 - Alternative R				
741	Street	Brian		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit			
653	Street	Terry		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.4.4 - Local Tax Revenues	3.8.1 - Amish Impacts
68	Street	Terry J		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.4.1 - Harm Cities	7.1 - Popular Vote	
576	Striegel	Lisa		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.4 - Will Worsen Safety	3.4.1 - Harm Cities
839	Strieger-Winner	Carla		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.21.1 - Forest Impacts	3.23.1 - Karst Impacts
				3.24.1 - Don't Take Ag Land				
96	Stuart	Kaine		3.27.1 - HNF Impacts				
726	Stuckey	Dave		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.13.1 - Cultural Resources	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
778	Stuckey	Debbie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land		
802	Suelzer	Christopher		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.21.1 - Forest Impacts	
539	Sullivan	Elizabeth		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
635	Sullivan	Maggie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.19.1 - Stream Impacts		
204	Summers	Benjamin		2.3 - Alternative R	3.5.1 - Unaccept. Relocations			
200	Sunderman	Bob		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
117	Sunderman	Lori		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
373	Survance	Betty		2.3 - Alternative R				
797	Swartz	Sue		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.4.1 - Harm Cities	
56	Sweet	Richard D		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.13 - No New Roads		
745	Szumal	Ra		5.1 - Comments of Support				
396	Talbot	Elizabeth		2.3 - Alternative R	2.17 - Bypass/231 Upgrade	3.24.2 - Ag Income Loss		
582	Tangeman	Ann		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road	3.17.1 - Floodplain Impacts	3.18.1 - Wetland Impacts
				3.19.1 - Stream Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
583	Tangeman	Ann		2.1 - No Impacts Acceptable	2.5 - O & M Costs			

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
187	Tarallo	Mary		2.1 - No Impacts Acceptable				
882	Taylor	Clyde		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
978	Taylor	Marilyn		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
188	Taylor			2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
416	Terwiske	Donald		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
296	Thesing	Sarah	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
249	Thewes	Duane	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
256	Thewes	Lawrence	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
289	Thewes	Paul	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
248	Thewes Brothers LLC		Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
790	Thomas	Nicole		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations
				3.5.2 - Replacement Housing				
756	Tibbetts	Dennis		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.21.1 - Forest Impacts		
677	Ticknor	Cherie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
59	Tincher	Robert D		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
278	Tisdal	Lavonne	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
787	Todd	Cathy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations		
984	Todd	Mary		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts			
655	Tolbert	Chris		2.1 - No Impacts Acceptable	2.12 - Agencies Want Upgrades	3.24.1 - Don't Take Ag Land		
316	Tretter	Cathy	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
80	Trotter	Kermit		2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
1045	Trout	Vikki		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations
				3.17.1 - Floodplain Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land		
413	Tryon	Debra		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
913	Tucker	Esau, Meghan		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation	

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
864	Uebelhor	Brooke		1.3 - Retain Inaccessible 3.7.1 - Local Traffic Impacts	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.1 - Harm Cities
320	Uebelhor	Dennis	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
299	Uebelhor	James	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
141	Uebelhor	Josh		2.3 - Alternative R	3.4.3 - Local Property Values	3.10.1 - Noise Impacts		
943	Uebelhor	Josh		2.1 - No Impacts Acceptable 3.10.1 - Noise Impacts	2.2 - Need Only 231 Imp. 3.24.1 - Don't Take Ag Land	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.4.1 - Harm Cities
569	Uebelhor	Perry		3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing	3.5.3 - Unique Relocation	3.7.1 - Local Traffic Impacts	
246	Vaal	Arthur, Virginia	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
31	Vaught	Ryan		3.5.1 - Unaccept. Relocations				
612	Veldman	Anne		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.9.2 - Climate Change No Road		
58	Verbocht	Robert		2.1 - No Impacts Acceptable 3.20.1 - Runoff, Groundwater	2.6 - Substantial Benefit 3.21.1 - Forest Impacts	3.5.1 - Unaccept. Relocations 3.24.1 - Don't Take Ag Land	3.9.3 - Worsen Air Quality	3.18.1 - Wetland Impacts
406	Verkamp	Brandon, Erica		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
257	Verkamp	Edward	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
427	Verkamp	Jim, Mary		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
441	Verkamp	Mary		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
563	Verkamp	Roger		2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
1021	Verkamp	Ryan		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	
177	Vernier	Richard D		2.3 - Alternative R				
840	Voegel	David		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
407	Voegerl	Charles		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
414	Voelkel	Diana		2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
233	Voelkel	Glen	Farm Bureau	2.1 - No Impacts Acceptable 3.24.2 - Ag Income Loss	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
867	Vogle			2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
210	Vogler	Kathy		3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land			
1003	Vollmer	Caroline		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities		
1067	Vollmer	Henry		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.7.1 - Local Traffic Impacts	
966	Vollmer	Lacy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.24.1 - Don't Take Ag Land

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967	Vollmer	Lacy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.3.1 - Drugs/Human Traff.	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				
72	Volz	Jereme		2.6 - Substantial Benefit	5.1 - Comments of Support			
493	Vonderheide	Dean	Mayor, Jasper	2.6 - Substantial Benefit	5.1 - Comments of Support			
505	Vonderheide	Dean	Mayor, Jasper	5.1 - Comments of Support				
374	Vonderheide	Don, Arlene		2.2 - Need Only 231 Imp.	2.11 - No Economic Devel.	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
737	Vonderheide	Don, Arlene		2.2 - Need Only 231 Imp.	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land	
63	Vonderheide	Gerald		2.17 - Bypass/231 Upgrade				
189	Vonderheide	Stacy		2.1 - No Impacts Acceptable				
341	Vonderheide	Stacy		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.17 - Bypass/231 Upgrade	3.5.1 - Unaccept. Relocations	
759	Vranich	Danny		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.3 - Alternative R	2.6 - Substantial Benefit	3.21.1 - Forest Impacts
				3.21.1 - Forest Impacts	3.27.2 - Gantz Woods			
478	Waggoner	Sue		2.3 - Alternative R	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land		
1074	Wagler	Darla		2.6 - Substantial Benefit	2.18 - Through Loogootee	3.3.2 - School Buses Cross	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass
				3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land			
1075	Wagler	Elly		2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.25.1 - Ecosystem Impacts				
926	Wagler	James		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
1055	Wagler	James		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts
				3.23.1 - Karst Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts		
974	Wagler	Lydia		ES.1 - RDA Role	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades
997	Wagler	Owen, Martha		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.4 - Will Worsen Safety	2.6 - Substantial Benefit
				3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts	3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss	3.25.1 - Ecosystem Impacts			
1001	Wagler	Phyllis		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	2.10 - Incomplete Costs	3.24.1 - Don't Take Ag Land
688	Wagler	Shannon		2.1 - No Impacts Acceptable	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass	3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations
				3.5.2 - Replacement Housing	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts	
1039	Wagler	Tanysha		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	2.11 - No Economic Devel.
				2.13 - No New Roads	3.9.1 - Acreage and Climate Change	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	
846	Wagner	Adam		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
313	Wagner	Cathy	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
475	Wagner	Cathy		2.1 - No Impacts Acceptable	2.11 - No Economic Devel.	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land

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306	Wagner	Dennis	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
924	Wagner	Jackie		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.24.1 - Don't Take Ag Land				
940	Wagner	Jim		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
454	Wagner	Samuel		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
1038	Wagner	Susan		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.21.1 - Forest Impacts
				3.24.1 - Don't Take Ag Land				
20	Webster	Chris		2.1 - No Impacts Acceptable	3.2.1 - Use Public Land			
711	Webster	Martina		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.10 - Incomplete Costs	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
				3.5.3 - Unique Relocation	3.9.3 - Worsen Air Quality	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.25.1 - Ecosystem Impacts
575	Webster	Mary		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.9.3 - Worsen Air Quality	3.24.1 - Don't Take Ag Land			
920	Weidenbenner	Greg		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land
938	Weidenbenner	Jill		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
548	Weimer	Glenda		2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.17 - Bypass/231 Upgrade	3.24.2 - Ag Income Loss	
529	Weisheit	Dennis		2.4 - Will Worsen Safety	3.7.1 - Local Traffic Impacts	3.5.1 - Unaccept. Relocations		
534	Weisman	Barbara		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
267	Welp	Herbert	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
542	Welp	Julie		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
431	Welp	Keith		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
438	Welp	Lee		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
281	Welp	Mark	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
841	Wendholt	Abby		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
1002	Wendholt	Amelia		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
862	Wendholt	Brad		2.1 - No Impacts Acceptable	2.5 - O & M Costs	2.6 - Substantial Benefit	2.15 - Western Dubois Corridor	3.4.1 - Harm Cities
909	Wendholt	Edward		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	2.11 - No Economic Devel.
				3.4.4 - Local Tax Revenues	3.5.1 - Unaccept. Relocations	3.5.4 - Influential People	3.24.1 - Don't Take Ag Land	
590	Wendholt	Edward		2.2 - Need Only 231 Imp.	3.4.3 - Local Property Values	3.4.4 - Local Tax Revenues	3.5.4 - Influential People	3.5.1 - Unaccept. Relocations
				3.24.1 - Don't Take Ag Land				

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
960	Wendholt	Kent		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.11 - No Economic Devel.	3.4.1 - Harm Cities	3.5.1 - Unaccept. Relocations
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
593	Wendholt	Lorraine		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	3.5.1 - Unaccept. Relocations	3.4.3 - Local Property Values	3.5.1 - Unaccept. Relocations
				3.5.2 - Replacement Housing	3.5.3 - Unique Relocation	3.24.1 - Don't Take Ag Land		
602	Wendholt	Paul		1.1 - P & N Modify	2.2 - Need Only 231 Imp.	3.7.1 - Local Traffic Impacts		
1008	Wendholt	Rachel		2.1 - No Impacts Acceptable	2.4 - Will Worsen Safety	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations
516	Wendholt	Sheila		2.4 - Will Worsen Safety	2.8 - Facility Type Tier 1	3.3.2 - School Buses Cross		
965	Wendholt	Sheila		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.4.1 - Harm Cities	3.4.2 - No Loogootee Bypass
				3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts	3.24.1 - Don't Take Ag Land		
1027	Wendholt	Sheila		1.3 - Retain Inaccessible	2.4 - Will Worsen Safety	2.15 - Western Dubois Corridor	3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations
				3.5.4 - Influential People				
1044	Wendholt	Tyler		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.7.1 - Local Traffic Impacts	
871	Wenkam	Casandra		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
927	Werne	Janet Ann		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.7.1 - Local Traffic Impacts
				3.5.4 - Influential People				
518	Werne	Wayne		2.3 - Alternative R	2.6 - Substantial Benefit	2.9 - No Build	3.24.1 - Don't Take Ag Land	
265	Werner	Beth	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
311	Werner	Virgil	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
538	Whitsitt	Dennis		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
425	Whitsitt	Jane		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
64	Wible	William B.		2.3 - Alternative R	3.24.1 - Don't Take Ag Land	7.1 - Popular Vote		
722	Wierhake	David		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit			
1048	Wiesehan	William		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.12 - Agencies Want Upgrades		
552	Wigand	Sandy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.			
825	Wilder	Morning		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.13 - No New Roads	3.9.1 - Acreage and Climate Change	3.9.3 - Worsen Air Quality
				3.17.1 - Floodplain Impacts	3.18.1 - Wetland Impacts	3.25.1 - Ecosystem Impacts		
362	Wilhelmi	Carol		2.6 - Substantial Benefit				
368	Wilhelmi	Carol		2.6 - Substantial Benefit	3.24.1 - Don't Take Ag Land			
160	Wilhelmi	Michael		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	2.9 - No Build		

Number	Last Name	First Name	Organization	Standard Response	Standard Response	Standard Response	Standard Response	Standard Response
379	Williams	Mike	Mt. Horeb Baptist Church	5.1 - Comments of Support				
138	Williams	Vernita		2.3 - Alternative R	3.24.1 - Don't Take Ag Land			
502	Wilson	Darrell	Rockport City Council	5.1 - Comments of Support				
369	Winner	Sarah		2.8 - Facility Type Tier 1	5.1 - Comments of Support			
29	Wintergers	Dr. David		2.14 - Finalize Alignment Tier 2				
572	Wittmer	Jennifer		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss
933	Wittmer	Jennifer		1.3 - Retain Inaccessible	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.3 - Unique Relocation
				3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss			
404	Wittmer	Leon		2.2 - Need Only 231 Imp.	2.3 - Alternative R	2.6 - Substantial Benefit	2.10 - Incomplete Costs	2.14 - Finalize Alignment Tier 2
				3.3.2 - School Buses Cross	3.5.1 - Unaccept. Relocations			
979	Wittmer	Maris		2.1 - No Impacts Acceptable	2.3 - Alternative R	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
1011	Wittmer	Rebecca		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	
272	Wobkenberg	Don	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
881	Woods	Chris		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.4.2 - No Loogootee Bypass	
689	Woods	Sandy		2.1 - No Impacts Acceptable	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.5.2 - Replacement Housing
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
308	Woolsey	Mabel	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
94	Wright	Peyton		2.6 - Substantial Benefit	5.1 - Comments of Support			
670	Yager	Carol		2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.5.1 - Unaccept. Relocations	3.18.1 - Wetland Impacts	3.19.1 - Stream Impacts
				3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land			
503	Yearby	Ferman	Rockport City Council	5.1 - Comments of Support				
291	Zehr	Michael	Farm Bureau	2.1 - No Impacts Acceptable	2.6 - Substantial Benefit	3.18.1 - Wetland Impacts	3.21.1 - Forest Impacts	3.24.1 - Don't Take Ag Land
				3.24.2 - Ag Income Loss				
640	Zins	Stephen		ES.1 - RDA Role	2.2 - Need Only 231 Imp.	2.6 - Substantial Benefit	3.3.2 - School Buses Cross	3.4.1 - Harm Cities
				3.5.1 - Unaccept. Relocations	3.8.1 - Amish Impacts	3.24.1 - Don't Take Ag Land	3.24.2 - Ag Income Loss	
660	Zook	Timothy		5.1 - Comments of Support				
148		Alan	Schnitzelbank	2.12 - Agencies Want Upgrades				
11		Mary		3.4.1 - Harm Cities	3.16.1 - TES Impacts	3.24.1 - Don't Take Ag Land		

Cotman, Ted

3.5 – Relocation Impacts

Comment

Alternative P's direct impacts include between 109 to 149 total relocations. These include 77 to 100 residential relocations.

Your available housing chart on page 3.5-7 shows only 56 available in Dubois county- and only 33 under\$250,000. That leaves a lot of people with no option for a new home.

Response

Arvin, Brian

5 – Comparison of Alternatives

Comment

Is the preferred route p west, or p east? I have seen both listed as the preferred route.

Response

Garrett, Joy

3.4 – Economic Impacts

5 – Comparison of Alternatives

Comment

Hello,

I don't prefer a different route other than the one currently selected, I prefer NO ROUTE! Improve the roads we have without destroying more rural land. This road is not needed! It will hurt the towns by bypassing them, thus keeping more people away from the businesses that need their support.

Response:

Pund, Pam

1 – Purpose and Need

3. 7 – Traffic Impacts

Comment

I recently traveled 231 south from interstate 64 to Owensboro and passed maybe only 10 vehicles coming and going I don't see why we need a bypass. Most vehicles on the current 231 are going into the towns along the way where they live. Why not upgrade those roads.? I have traveled 231 from Huntingburg to I-69 many times and have not seen many semis. Most is local traffic Has there been a traffic count for vehicles that go all the way from Huntingburg to I-69. We do not need a bypass.

Response:

Carrico, Nathan

3.24 – Agricultural Impacts

Comment

Go away! Your (word deleted) highway project is going to destroy our family farm (200+ years in the same family). Any interstate can be reached in less than 20 mins the way it is! Please stop this (word deleted) politically motivated unneeded land stealing project. This will benefit the area in no way shape or form. There is no support for this project just thousands of disgruntled and upset he robbed. Go away midstate corridor

Response:

Farhar, Ed

1 – Purpose and Need

3.24 – Agricultural Impacts

Comment

To whoever it may concern,

I am writing to state my objection to the proposed route of this road. I believe it is incredibly self centered and thoughtless to disrupt so many families many of whom have farmed the land for generations, just to save 10 minutes on a ROUND trip from Jasper to Crane. It is not in the best interest of the people of Loogootee or the people of Daviess and Martin counties.

Sincerely Ed Farhar

Response:

Steiner, Paul

1 – Purpose and Need

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.27 – Managed Land Impacts

4 – Section 4(f) Impacts

Comment

As a home owner that is currently in the area of the projected area. I think the least you could do is provide the public with maps of if its 250 feet wide. Or 500 feet wide also. I understand you did the 2,000 feet to just show people the worst case scenario. But I think and I'd say a lot of people would agree. You need to provide maps with if the road would be narrower. So that way when you decide how wide it is. Land and homeowners know if they are affected or not. That's the least you can do if you are going to be forcing them to have to move and relocate. Especially for a ROAD THAT ISN'T NEEDED!!!!

For where you are putting this road. Everyone is less than half an hour from an interstate. To where they can get somewhere quicker than a normal highway!!! Update your maps and inside the route put lines for the other realistic sizes of the highway. Oh and good job avoiding Boggs park. I sure would of hated to see you take out one of your state ran parks. Shows how much you care about your selves and not people that pay taxes and people who have a lot of memories and worked there asses off for there houses and property.

Response:

Mary (No Surname)

3.4 – Economic Impacts

3.16 – Threatened and Endangered Species

3.24 – Agricultural Impacts

Comment

I live in dubois. I have Lived here all my life. Having this corridor put in is not just affecting me me or will be affecting me but I'll be affecting other as well. You're all about helping the big change businesses but what about these mom and pops when pops. We have been here for years to have the corridor put in it's only gonna affect dewboys. I save my whole life up to help run a business and it's gonna get taken away. We just need a fix what we have yes I understand it's gonna be easier for the truckers but taking business away it's gonna be bankrupting other cities.

The so called economy that you're wanting to help is not the people of Indiana it's the bigger franchises and for franchises and you're willing to take farms that have been in families for centuries you're gonna take protective species take protective species that's gonna cause them to go away. 8. Your impact is just not accurate and you've got to think in the long run and long run and no one is thinking in the long run you're always wanting that quick fix quick fix and this is not a quick fix a quick fix would benefit everybody And this is not a quick fix it's going to ruin a lot of people's lives and everyone's worried about why I need to get there faster we need to slow down fix what we have save the taxpayer's money don't go

Response

Mooney, Mike

2- Alternatives

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am strongly opposed to this interstate. Where is the analysis detailing the benefits? I69 extension has not been an economic engine that was promised. The need and supposed benefits of 1960s-era interstates are insufficient to justify the destruction of additional farmland and natural areas, Thanks.

Response

Shoultz, Gerard

2 - Alternatives
Comment

Greetings,

What constitutes local improvements?

Response

Schramm, John

2 – Alternatives

3.9 – Air Quality Impacts

Comment

This is a terrible idea and waste of money and horrific destruction of Indiana land--to save 30 minutes of travel time.

One can hardly imagine to whom this makes sense, especially when we need to be cutting traffic for climate ressons.

Response

Graber, Marlin

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I know of no one that is in favor of this road regardless of which route it would take. The impact on farms, houses and businesses is not worth the few minutes saved for a few people. Considering the difficulty of finding land for new houses the people relocated in this project are going to be put in a very difficult position. Improve existing roads please.

Response

Sergesketter, Sarah

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

PLEASE do not let this go thru. This is manipulation by rich business men against home owners and SMALL business and family farmers. WE DO NOT WANT THIS!!!

Response

Cronin, Kari

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This route will be going right past our house. How can you take farm land that will never be able to get again! This is why we live where we live, we don't want the big hwys. You are taking value farm land and peoples family farms and houses! We don't need another road, use 231, build bypasses around Huntingburg and Jasper!!! Make 231 wider where you can. You will hurt the small business with going around, we want to keep our small area and small business, they count on the traffic from 231. Why build a road that goes right beside another one. Please don't take this route and our family farms and houses!!!!!! Use what we already have.

Response

Hembree, Nick

2 – Alternatives

Comment

How can I find out in detail what the “Local Improvements” for 231 are that you show on your map? For example: LI-6, LI-7

Response

Webster, Chris

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

We are at a point in our country of out of control debt and this makes no financial sense what so ever, we already have thousands of miles of roads in the state in disrepair and adding another road will only make that situation worse, fix the roads that we have before displacing residents complicating travel, taking family farms, this is elementary math and common sense that this is a mistake.

I think it is funny how the federal gov is for this however they won't give up the ground on crane naval base for this so called needed route. run it through the federal property, that would greatly decrease the impact of residents along this route. Oh thats right they don't want to give up their precious land but family farms are suppose to, this is tyranny of the government and has to stop.

Fix the existing roads first.

Response

Dyal, Jacqueline

3.5 – Relocation Impacts

Comment

when will i be informed if the new roadway will affect my property. i have looked at several maps but cannot tell for sure if my property is on it

Response

Jones, Nancy L

3.3 – Social Impacts

Comment

Sounds like this road will save a few minutes for some truck drivers. I don't think that is reason enough to build a new road. I am all for progress but this like an unnecessary project that would disrupt the lives of many in our communities with very little benefit

Response

Fuchs, Paul

2 - Alternatives

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

Comment

How much of the chosen route - option P - will be accomplished by widening the existing US231? Looking at the map, it looks like a large chunk of the project will use US231, but not all of it. Why isn't the entire project taking advantage of US231? It seems that any potential harm to farmlands, wetlands, etc. could be avoided by doing so.

Response

Sassano, Robert

2 - Alternatives

3.5 – Relocation Impacts

Comment

Why is this road needed? From all outward appearances it is being pushed by an elite few, who have shown they care nothing about the individuals that this will affect. And will only go to serve their greedy interests. I see no benefit to destroying the countless numbers of home and properties that this road would take up.

Why has no consideration or plans been drawn up to show improvements to the existing 231? Why not just widen or add passing lanes to 231?

I am not all knowing and do not pretend to know the business of others, but I can see, and what I see is that there are a few people who are butt-hurt because I69 did not traverse their community, and now are throwing a fit and want to destroy homes and properties to further their business's bottom line. If there is truly a need for a faster route to I69 from Jasper, then why not just improve existing roads such as Highway 56, to provide better access to I69?

I do not expect a response as this entire project is self-serving and does not truly have the peoples best interests at heart, only the desires of a select few whom choose to destroy and ruin everything in their path to fatten their wallets.

Respectfully,
Robert Sassano
Odon, IN

Response

McDonald, Mac

3.5 – Relocation Impacts

Comment

Hello-

Think you could help many people understand this better by providing a bit more info on the 2000-ft path relative to where the road will eventually go, and what that actually means to each property the pathway crosses/touches.

For instance, how close to where the actual road ends up, can a residence or building remain viable for occupancy...? Is nothing of any home or building allowed within the 2000 feet, regardless of where the road goes...? If the road goes closer to an edge of the pathway as proposed (not in the center), does the 2000-foot pathway change or “adjust” for this, thereby touching another property not originally touched...and what happens then...? Another example: say the road goes right in the exact center of the 2000 feet, and is 100 wide, leaving 950 feet remaining on each side of the roadway. What does that mean for that 950 feet on each side...? If a house/bldg is 300, or 500, or however many feet from either edge of the road, can it remain...? How about 200 feet...and so-on...? People need these answers and it might help calm some fears of total gloom and doom for ANY property that is impacted (like, the entire property is/is not toast). You need some answers to hopefully allay some knee-jerk and fears.

On the same token and a question I've not yet seen addressed: Are impacted property owners being compensated...and if so at a fair market value determined how, when and by whom...? Haven't seen one word in all that's been published about this from the beginning. If it's been there, you need to get it up and out more often and more prominently.

That's all for now-
Mac

Response

Wintergers, Dr David

3.5 – Relocation Impacts

Comment

I would like to know how my property as well as my son's who was deeded property adjacent to my home and just completed construction last February are to be affected by the Mid States Corridor should it proceed with the preferred route as was recently determined.

David Wintergerst
14498 N 1250 E
Odon, IN 47562

Joshua and Tiffany Wintergerst
14496 N 1250 E
Odon, IN 47562

Thank you,
David Wintergerst

Response

Vaught, Ryan

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

It's absolutely disgusting what the people in charge of this crooked money grabbing project are doing to the fine people who live in Southern Indiana. So glad we recently moved out of the state of Indiana which is now ran by people like yourselves. Generations of livelihood being ruined to make a few certain individuals more wealthy than they already are. It's obvious none of you care one bit about the people who live in the areas you are about to destroy. All I see from you crooked and disgusting people are claims that the community stands with you on your decisions. All I see are pleas from people to end this yet you kept feeding yourselves this (word deleted) that the people want this. It's all lies and you know it. All to line your pockets with more money. Every one of you are a pathetic excuse of a Hoosier. If you gave a single (word deleted) about the people who live in your communities you'd listen to them. Instead you chose to listen to the wealthy who are obviously funneling money to you so that you continue with this project. Money makes people crooked and that's exactly what it's done to all of you. I personally know people who've spent decades building up their land and homes to retire on. Homes their grandchildren spend large amounts of time at. Homes and land they are preparing for their children and grandchildren. Now you all are going to rip all of that away from them. You're no better than the Russians. Taking over people's land for money. Shame on every one of you. You disgust me.

Response

Carpenter, William J

3.1 – Overview and Methodology

Comment
impacts

Response

Kunkler, Brian

3.4 – Economic Impacts

3.5 – Relocation impacts

Comment

Why don't we fix the old 231 instead of wasting money to build a new road that will leave small communities to become ghost towns. This state wants to take land and homes that the people of this area worked hard for for what to save 15 minutes to go to Indianapolis? There is a lot more places where we could use this money than waste it. My Suggestion is to vote all the politicians out that are for it. This road will NOT bring in more business it will hurt the small communities, But who cares about the small guy, lets cater to Hank Menke and rest of the business owners so they can pay off the politicians to get their new road and (word deleted) on the workers that work for them.

Response

Schulthies, Philip J.

1 – Purpose and Need

2 - Alternatives

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

To whom it may concern,

The proposed Mid-States Corridor plan is an absolute mistake and waste of taxpayer funding. Looking at the “needs” listed in the released DEIS, it can clearly be seen that the people pushing this project were obviously not taught the difference between a want and a need. Needs are the bare necessities required to survive (food, water, shelter, clothing), whereas a want is anything above that. The current route is all about a small group of businesses and people and their wants. It comes nowhere close to representing the wants of the majority of the population in this area. If you ask the people of the community, the vast majority are completely against this project. The impacts to people’s way of life, houses, farming income, recreation, and access being cut off by the project are all negative. Additionally, the people who conducted this study are spreading propaganda by saying that the route they chose has the least environmental impact and cost. Neither of those two statements are true with any of the described routes.

The people in the affected areas chose to have their properties in more remote locations because they love the tranquil lifestyle that it brings. They love farming, hunting, and being away from the hustle and bustle of major roadways and city lifestyles. Many of the properties in the area have been kept in the same family for multiple generations and finding and obtaining ground in the area is a very difficult as the citizens in the area continue to pass their ground from one generation to the next. If you talk to any of these citizens both those affected by the route and those that aren’t, the vast majority of that population is absolutely against a large road coming through the area. It brings additional pollution to the environment from noise of large trucks and cars traveling at higher speeds as well as trash being thrown or blown out of vehicles as they drive down the road. It tears up the beautiful countryside and landscape creating more eyesores. It cuts off farmer’s fields making logistical nightmares to have to go around a massive road. It is taking up additional farmland and timber, cutting down on the number of acres that are helping to remove greenhouse gases from the atmosphere. The removal of farmland and timberland also removes the habitat for which the local wildlife find refuge. Additionally with the impact to the logistics and land removal, it will drive up the production costs associated with growing the crops due to having to travel further to go around the roadway as well as the fewer acres that are available. This will lead to higher costs at the grocery store for all consumers. Taking ground also removes hunting and recreation ground. People in the area absolutely love the outdoors and removing their ability to have their own “slice of heaven” to hunt, hike, and escape from the everyday grind. These things are a major stress relief, and an ultimate goal for a lot of people in the area is to be able to have a place like that. Looking at all these different impacts, it is easy to see why the vast majority of the population is against this project.

Mid-States Tier 1 DEIS Comment

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While I understand from a logistics standpoint the desire to bypass Jasper and Huntingburg to help ease the burden of the constant starting and stopping traveling along the current US231 route through those two cities, the proposed method is overly excessive. A very simple, adequate solution to this is to create a two-lane industrial bypass like they did a few years ago around the city of Ferdinand. There is already some existing infrastructure that can be utilized that goes on Huntingburg's west side close to Farbest that would allow for an easy industrial bypass to be put in place. As far as a bypass around Jasper, it would utilize the new portion of Mill Street in Jasper on its east side instead of a proposed super highway. This is the by-pass that was once proposed and pretty well a sure thing around a decade ago until the project was dropped at the last minute. Once you get north of Jasper, however the current road is quite adequate. As someone who drives the current US231 very often in my commute back and forth from Celestine to Naval Support Activity Crane every work day for the last 10 years full time and an additional 4 years before that as an intern/co-op, I can speak from experience when I say that the road north of Jasper is unnecessary. The biggest complaint that anyone has when driving US231 is the lack of passing opportunities due to oncoming traffic in the passing zones during high congestion times during the morning and evening commutes. Even with these busier times, the commute only slows by 5 to 10 minutes. This slight inconvenience could easily be overcome though by creating a 3 lane highway with an alternating passing zone every other mile or two along the current US231 route. They have already utilized roads similar to this style on US150 between Loogootee and French Lick. This would only require an additional 10 to 12 feet of property to be obtained along the current US231 where it is obtainable. If the space is inadequate, the road can be cut down to the current two-lane road until it has sufficient space to add the third lane again. This would avoid having to pay additional expenses to bypass small towns like Haysville and Loogootee as well as having to build new bridges over the White River. While it does still have impacts to those citizens who own property along the current US231 route, they would be far less than any of the proposed routes that I have seen released. It also utilizes most of the current infrastructure in place minimizing the economic and environmental impacts. It makes absolutely zero sense to use taxpayer funds to build a new road that runs parallel to an existing, adequate road. The My proposed solution to this not only saves taxpayers money, it solves the desires of the businesses to keep their trucks from having to drive through downtown Huntingburg and Jasper, is more environmentally friendly than any of the currently proposed solutions, and displaces fewer farms and residencies.

I strongly recommend you reconsider your proposed route and do what is right for everyone whose live, liberty, and pursuit of happiness will be infringed upon by this disastrous proposed route.

Respectfully,

Philip J. Schulthies

Response

Fox, Christina

3.5 – Relocation Impacts

3.16 – TES Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

HWY WILL BE DESTROYING WOODED LAND THAT HAS TWO SETS OF RARE PILEATED WOODPECKER WITH SMALL ONES. NOT TO MENTION THE SEVERAL OTHER SETS OF WOODPECKERS. THEY IS A MATCHED SET OF BARRED OWLS. MANY DIFFERENT SPECIES OF TREE FROGS, SEVERAL WOOD DUCKS. ALL IN THE NAME OF PROGRESS.

DAVISS AND MARTIN CO JUST SUFFERED LOSS OF FARM LAND AND FAMILY HOMES DUE TO I 69 CONSTRUCTION. SOME OF THESE SAME PEOPLE WILL SUFFER IT AGAIN. FOR PROGRESS??? I DONT SEE ANYONE BEATING OFF COMPANIES AT OUR NEW I69 TURN OFFS ... OH EXCEPT HUCKS. WOW.

Souerdike, Donna

3.5 – Relocation Impacts

Comment

I think if a persons land/property has been in their family name for more than 100 years ,it should be worth more than market value , and the person should be compensated more if the state is taking it away.

Response

Souerdike, Donna

3.5 – Relocation Impacts

Comment

How are you putting a price on peoples property?

I bought my house from my brothers and sisters for a price well below what is is worth, do you base it own market value at the time?

Response

Pruett, Dennis

2 - Alternatives

3.5 – Relocation Impacts

Comment

After last night's meeting at Westgate it is very obvious there is little support for this "improvement."
No doubt it falls on deaf ears just to make us feel good

The land lost and families displaced is NOWHERE near worth the few minutes of saved drive time opposed to other options of travel. Some Jasper wants it and that's about it. I can somewhat understand that, but it shouldn't plow through Daviess County which was just split South to North by I-69. If they want better access to I-69, choose the shorter route to merge near Petersburg / Washington area.

Safety improvements along certain areas of HWY-231 is ALL that is needed!

Response

Cornwell, Zachary

2 – Alternatives

3.3 – Social Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.23 – Karst Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hello,

I am writing this to formally object to the completion of the Mid-States Corridor. I reside in Martin County although my property is on the Daviess/Martin County line east of Odon and Hwy 231. I currently am employed at NSWCC Crane and travel Hwy 231 everyday. I feel our tax money would be better used to fix 231. I am a father of two young children as of now, although they are young at the moment they will be driving probably about the time this Highway would be completed. My biggest concern is the safety of my family crossing this highway every day going to Odon or taking our children to school at North Daviess community school system. There are many crosses along the highways at intersections from fatalities due to the poor designs of cross traffic pass throughs, I do not want to see one of my family members killed just to save a little time. My other concern is of the environmental impact this would have on the northern part of Daviess County. As an outdoorsman I have walked most of these properties hunting, fishing or hiking. The last 3 miles will be cutting through one of the most pristine hardwoods in Daviess County, filled with endangered species and other wildlife. There is also several natural rock formations and caves along this route that would be destroyed. Seeing this impact of our natural resources would be a great loss to families and land owners and an overreach by the State. After researching the plans provided and the supposed amount of time saved, just over two minutes, no more than what was allowed to those chosen to speak at Crane Westgate. This project and the amount of time and money already spent on it has been a waist of tax payer money. There are very few in Daviess-Martin Counties that approve of this project, they are not the ones that would be directly affected. I believe the strong response by attendance of the Westgate meeting shows that as a whole Daviess-Martin county residents do not want this highway.

V/r

Zach Cornwell

Response

Petit, Nick

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

I have lived in the Loogootee area my entire life. I grew up until the age of 9 in Burns City just 15 minutes from Loogootee, before moving and residing in the town proper. I lived in the town itself and attended Elementary West, Elementary Easy, and then graduated from Loogootee Jr/Sr High. I lived in Loogootee during my 4 years of commuting to VU to attain a AAS in Electronics Technology and a Bachelors Degree in Technology Management. I rented in the town for several years while commuting to Jasper for work. I worked and saved money everyway I could, and at the age of 31, I finally found and purchased my dream home on the outskirts of Loogootee. That was in the summer of 2018 and I am almost 35 now. The day I was fully moved in I looked around at my home, the property, and the view only possible in Southern Indiana and told myself I would die there one day. Since then I have upgraded my home, built a garage, and bought an extra acre to add to my property. I built a fence for my dogs to run and play, planted a garden and fruit trees, and bought chickens. I take pride in my home and I'm glad that I was able to find it in the community I love, Loogootee. Now the state of Indiana is telling me they will take my home for a highway that will only serve the factories in Jasper and Huntingburg, not residents like I. The feeling of bitterness and betrayal after the loyalty to my home town, county, and my state is extreme. This highway does not need to be built. Hundreds of residents life myself feel the same. I believe there will be an exodus of people from this community to other towns, counties, or states if they lose their homes. This is something I am considering myself if this unneeded highway takes my home. Think of the hundreds of small town Americans who will lose their homes, family farms, and way of life if this project goes through. Please, think about all of us and do not proceed with this soul crushing highway.

Sincerely,

A Loogootee, Indiana Resident

Response

Inman, John

3.5 – Relocation Impacts

Comment

I attended the meeting at Westgate and heard that decisions on right-of-ways are possibly years away. I understand that. However, I live on 60 acres at the I-69 US Hwy 231 nexus (L9), approximately 1500 ft south of I69 (on the East side). I would assume that there is already a plan for the needed right of way for this particular section and would like to know what that plan is so as I can get on with my plans and life. Any comments would be appreciated

Sincerely,

A Loogootee, Indiana Resident

Response

Brothers, Chris

1 – Purpose and Need
3.24 – Agricultural Impacts

Comment

Don't need it to save 5 minutes. Your taking away family farms if you proceed.

Response

Cotman, Theodore

1 – Purpose and Need

2 - Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

April 28, 2022 (JASPER, IN) - In response to the State of Indiana's recent announcement of a preferred route for the proposed "Mid-States Corridor" five environmental and community organizations today released a joint statement opposing any new-terrain highway construction due the negative environmental impact it will bring to southern Indiana's forests and wildlife habitats, water quality, air quality and the communities along the highway's path. The group's statement reads:

"We are categorically opposed to any new-terrain highway routes - including Route P - based on the following:

- The costs of building a new terrain highway do not justify the devastation to the environment.
- Building any new-terrain highway through the farms, forests, and wetlands of southern Indiana will increase pollution, and decrease air, water and soil quality.
- Hundreds of Hoosiers will see their family's homes, farms, and businesses destroyed.
- Displacing Hoosiers does not justify the proposed project need.
- The time saved for motorists is negligible, as per the stated goals of the project.
- There is a far greater need to fix existing roadways and explore alternative transportation options.

Response

Buening, Brad

2 - Alternatives

3.4 – Economic Impacts

3.5 - Relocations

Comment

My house is currently in the proposed corridor's route. Although this is something that I dislike, myself and my family are not the only citizens to be displaced by this new corridor. I wish the State would look at improving existing roads rather than building new ones. These roads will bypass towns and business that depend on daily traffic.

Response

Hembree, Ryan

1 – Purpose and Need

2 - Alternatives

3.5 - Relocations

Comment

As a resident of Southern Indiana, I have always been proud of call Indiana my home. I have travelled through the country and out of country during the service in the military, but i have found that Indiana's grass is the greener than any other. When my wife and I moved back to Haysville to the perfect home we have been looking, we found our forever place. Not many people find a house to buy that matches all 5 points of interests that we were looking for. Then we learned we were in the path of the Mid-States Corridor route. Now all our hopes for a forever home are now going to be destroyed, along with many other families and homes for sake of saving a few businesses a few minutes of driving to get to an interstate. As a taxpayer and landowner, this infuriates me. I lived along highway 231 for 30 years, and that highway has never made it 2 years without having repairs with the traffic, now the state or should I say business owners (GAB, Meyer Distributing, OFS) want to add another 50 plus mile road for Indot to maintain when they cant keep up with the existing one now. Why not have these business move their plants closer to interstates rather than uprooting families and farms just to save businesses money and work. So what are the plans on thoughts from the state if people who lose their homes to move out of the state and find land to live on? i have heard many residents that this will have an impact on that are leaving the state and i personally do not blame them. This is a down right slap in our faces and for what reason? So Braun and Menke can make cut their fuel costs down? Funny how neither of the ones pushing this road have much if anything to lose but more and more to gain in the future. will these gentlemen be willing to sell off 500 acres of their surrounding land for future building sites for us that will have to find places to live? I highly doubt that. I do know that Mike Braun will not be receiving anymore votes from my family in the future, all of my future financial institutes i work with will never be German American Bank, and any furniture or desk built by any Menke facility will not cross any boundary with my family being the owner. This i can and will assure. i have always been a supporter for these businesses, I did work for Meyer for 10 years and knew Mike personally, but that is behind me after this nightmare he wants to happen. I also work at a place of business where do business with GAB and OFS, and i can assure you that i will no longer give neither the respect they once deserved. So to answer the question, yes i do oppose this new road they want to build to save the trucks time to make it from point a to point b. So i say no to this new road, it will be too costly for anyone and makes zero sense to put this road in to save a few dollars of fuel for a few business owners. its not worth all the future expenses and 231 is not a congested road anyway.

Response

Sweet, Richard D

1 – Purpose and Need

2 - Alternatives

Comment

While I appreciate the efforts to build yet another transportation route in Indiana, I feel as though the recent I69 along with the existing I65 North South highways already provide sufficient access to southern Indiana. There is no large city, industrial park or other highway that would drive a need for an interstate corridor. There already exists state roads that should answer the mail for the traffic heading to places along north and south route from say Bloomington to Holiday World. The state should utilize what funds we have to improve current resources rather than add additional maintenance requirements...

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Davis B. D.

2 - Alternatives

Comment

The proposed highway is yet another example of INDOT wasting taxpayers' money. There are thousands of miles of roads the state can't be bothered to maintain; we don't need any more.

Response

Verbocht, Robert

1 – Purpose and Need

2 - Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

- The costs of building a new terrain highway do not justify the devastation to the environment.
- Building any new-terrain highway through the farms, forests, and wetlands of southern Indiana will increase pollution, and decrease air, water, and soil quality.
- Hundreds of Hoosiers will see their family's homes, farms, and businesses destroyed.
- Displacing Hoosiers does not justify the proposed project need.
- The time saved for motorists is negligible, as per the stated goals of the project.
- There is a far greater need to fix existing roadways and explore alternative transportation options.

Response

Tincher, Robert D

2 - Alternatives

3.5 – Relocation Impacts

3.25 – Ecosystem Impacts

Comment

No mid way corridor is needed, interstate 69 did enough damage to nature. Money can be spent else where improving our highways and bridges stop wasting money on projects that will destroy our land and homes and wild life.

Response

Rhoda, Robert

2 - Alternatives

Comment

I am Totally Against the Mid-States Corridor. FIX the roads we have! Better use of the money can be used to fix the roads we currently have, more work generated, and get a better outcome. I thought the I 69 was going to solve all of our problems? That road is falling apart and it's not even completed yet. Plus, it really didn't accomplish anything but tear up and destroy homes, farms, and woodlands. The money spent on all this study, the meetings, the fighting it out in courts, we could have used all the Mid-States money back into current roads and our problems would have been solved. I VOTE NO!

Response

Elliott, Kyle

2 - Alternatives

Comment

You people are absurd and selfish for proposing this dumb project. Every single one of you that supports this and works behind the scenes to push this (word deleted) thru needs to look at themselves in the mirror and ask, "why am I a selfish (word deleted)?". You people are an embarrassment to the state of Indiana

Response

Hildenbrand, Greg

2 – Alternatives

3.5 – Relocation Impacts

Comment

I am opposed to any new terrain highway. I do believe that improvements must be made. I have lived and worked in Jasper my entire life. I cannot speak to other areas along the proposed route but believe that 231 can be improved through Jasper. The intersection at 6th and Newton is probably the worst area for large trucks getting through town. I suggest that the building on the NW corner be removed, and the intersection completely changed to make it easier for large trucks. The same thing could be done on 3rd and Newton, but that is not part of 231. I also think a few traffic lights could be removed to increase flow. Outside of town, you can improve the road by widening it. Some homes and property will still be lost, but nothing like a new terrain highway will do. I do not believe the time to get to 69 is the issue, it is the ease and safety of getting there. I believe that some of these improvements will allow that to happen.

Response

Vonderheide, Gerald

2 – Alternatives

Comment

After listening to the arguments for and against on Thursday night at Jasper Arts Center. I was wondering if a compromise might be struck. Could a bypass be created around the municipalities without creating a 54 mile long new terrain 4 lane highway. Could US 231 be improved where it is and just have connection to bypasses around Huntingburg, Jasper & Loogootee?

Response

Wible, William Brent

2 – Alternatives

3.24 – Agricultural Impacts

Comment

The route P proposed trek through Dubois and Martin County is both irresponsible and ridiculous. The agricultural losses alone are enough to sink this proposal.

One has to wonder if any of the group pushing for this has ever been associated with a farm. No one is making more farm land, yet it seems there are a large number of bureaucrats that do not understand this. When they are hungry and doing without, it will be too late to rectify this huge mistake.

It is quite obvious that the majority of people in this affected area are strongly opposed to this route P proposal. Those in favor of it are a handful of business men who want more and more \$ to line their own pockets.

Let's put it to a vote and solve it the democratic way. And, if current highway 231 is improved where it is, I doubt that it would meet with much opposition. It seems to me that a little common sense could go a long way in solving this dilemma.

Response

Gingerich, Jonathon

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

As a Martin County resident, after carefully reviewing the materials and presentations, I cannot justify a need for this proposed route. The damage done to the environment, local businesses, homeowners, farmers, and the community greatly outweigh the potential that the new road presents. Use the existed funds allocated for updates on 231 to fix the congestion in Jasper. Don't make a whole new road.

V/r

Jonathon

Response

McKee, Whitney

2 – Alternatives

3.9 – Air Quality Impacts

3.25 – Ecosystem Impacts

Comment

I believe that this road is not necessary, I think 231 can be upgraded to be more beneficial. This road you are wanting to build is destroying so much land that is irreplaceable. It's destroying wildlife, causing pollution, devastating so many peoples lives and so much more. It's absolutely sickening to think of this and I hope you all figure out this new road is not the best answer.

Response

Buechlein, Joshua W

2 - Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

Comment

My familys and I have property your project wants to take away from us. My mother purchased this property in the 80's. We use this property to grow grain to feed our cattle, to fish, to hunt, log wood to heat my fathers house, made life long memories, and to camp out on weekends. This is the place I started a new chapter in my life when I asked my wife to marry me. This is the place I want to teach my kids how to fish, to hunt, to make new memories.

My mother passed away July 4th 2018 and passed this property down to my sister, brother and I. Now were being told that our property is in the path of a road that not only is unnecessary but will hurt Dubois county more than the promised benefits it will bring. Could we find property that is like ours to replace it with? ABSOLUTELY NOT! Our property like many others in the path of destruction is irreplaceable.

There is no need for this road. Why did the public never see a no build option? Why not improve US 231 that remind you this road runs right along? There is only a select few people that this road will benefit and 100's of people who will be negatively affected. There's a reason we live here. We don't want your trash, drugs, or human trafficking. We just want to be left alone living in gods country. I know my opinion does not nor will it matter in this decision but I hope you at least read this far for myself and my familys view of this.

From the Buechlein family Wayne, Vanessa, Joshua, and Joseph.

Response

Street, Terry J

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

I am writing to oppose this project. I have attended the meeting at Crane and agree with every one of the opposing views. As a TAXPAYER, I vote no. It is not worth taking up valuable farm ground let alone disrupt peoples lives. I cannot believe that an appointed RDA can trump the majority taxpayer. I challenge you to put this on the ballot and let the chips fall as they may. Most would be ok with passing lanes added to 231 and NOT by-passing Loogootee. That will kill the town. Look at Dale and Petersburg. Their by-passes hurt these towns badly. Taking out the thru traffic will hurt the local restaurant, gas, and specialty store business. Everybody knows this project is to benefit a few businesses and not the majority of the people. These people will not just take this and will start making a-lot more noise.

Response

Oxendine, Donnie and Eileen

2 – Alternatives

Comment

For the record we are strongly opposed to the building of a new highway. Upgrades and maintenance of existing roads would be dollars better spent.

Response

Johnson, Daniel

2 – Alternatives

3.5 – Relocation Impacts

Comment

I have tried to keep an open mind concerning the Mid-States Corridor. After all, I like to travel and everyone likes to get from point A to point B as quickly as possible, right. I have read everything I can find concerning the MSC, newspaper articles, editorials both pro and con, and I have corresponded with legislators all in an effort to educate myself on this proposed project. I also was in attendance at the public hearing April 28 at VUJC and I have come to the following conclusion: the Mid-States Corridor is a “want” and not a “need”. It is the want of a small number of business owners and politicians who have very little regard for the disruption it will cause to the lives of hundreds of people who will be forced to relocate, give up property that may have been in their families for generations

Response

Johnson, Daniel

2 – Alternatives

3.5 – Relocation Impacts

Comment

I have tried to keep an open mind concerning the Mid-States Corridor. After all, I like to travel and everyone likes to get from point A to point B as quickly as possible, right? I have read everything I can get my hands on, newspaper articles, editorials, and I have even corresponded with legislators all in an effort to educate myself on this proposed project. I was also in attendance at the public hearing held April 28 at VUJC and I have come to the following conclusion: the Mid-States Corridor is a “want” not a “need”. It is the want of a small number of business owners and politicians who have very little regard for the hundreds of people who will be forced out of their homes and possibly have to give up land that may have been in their families for generations.

This unnecessary new terrain road will also be a huge waste of taxpayer money and destructive to the environment (the DEIS States that option P may be less destructive than other possible options, it did not say there would be no destruction). I will summarize what I think should be done about the Mid-States Corridor by quoting the exact words used by the MC of Thursday night's event when an individual expressed his displeasure with a pro-MSD speaker: “STOP IT! It doesn't accomplish anything!”

Response

Volz, Jereme

2 – Alternatives

5 – Comparison of Alternatives

Comment

I am a former truck driver for this area and I am 100% for the Misstates Corridor because if I left Evansville on my delivery route and started it I would have to make deliveries and pickups in Warrisk, Spencer, Dubois, Martin, Davies counties on a normal day. There were plenty of days that I had to also go to Crawford and other counties on both sides of that area including making deliveries and pickups in Crane USNB. I would have been happy to miss traffic in Huntingburg, Loogootee, and ES

Response

Schroering, John F

2 – Alternatives

Comment

I am completely opposed to this project...the projected cost per mile does not BEGIN to cover any perceived benefits.

John F. Schroering
2190 East State Road 164
Jasper, Indiana
47546-8586

Response

Mattison, J Bryan

2 – Alternatives

Comment

I have driving the old US 231 route for the past 54 years. It absolutely sucks. The estimated 45 minutes I would save from not driving through Loogootee, Jasper, and Huntingburg for each bimonthly trip would have added up to an unbelievable almost 2,000 hours.

Response

Martin, Jody M

3.2 – Land Use Impacts

Comment

Taking away all of this land only means the next generation will not be able to afford land to live around here. We do not need this road! Just to save 3 to 5 minutes of driving?? Let us take a vote on this!

Response

Lindsay, John

3.24 – Agricultural Impacts

Comment

This is a joke it is to benefit a few businesses with political ties can't even keep the roads up we have now farm ground is needed this highway is not would be a waste of taxpayers money

Response

Chambers, Adam

3.4 – Economic Impacts

7 – Comments, Coordination and Public Involvement

Comment

This is an unnecessary project forced on the people. This project will not provide any sustainable jobs to the area. Just look at Spencer county. The current section there has destroyed the small towns and has not created any new business along the route. Put it on the ballot since your spending taxpayers dollors.

Response

Stoll, Dustin

1 – Purpose and Need

2 – Alternatives

3.5 - Relocations

Comment

I am a resident of Daviess County. I feel like this project is a major misappropriation of tax dollars. The limited amount of benefits from this road are outweighed by the huge environmental and personal property impacts. The money for the Mid-States Corridor could be used to improve existing state highway 231 by adding passing lanes and a bypass around Jasper. An improved 231 could achieve almost the same result, while costing tax payers and landowners a fraction of the money and real estate.

Response

Trotter, Kermit

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Families and farms have already been impacted by the construction of I-69. How many more are you willing to disrupt for a project that really isn't necessary? I relocated to Indiana, my birth state, after spending most of my life in Southern California, due to my career. That area is saturated with freeways and highways, some portions built using eminent domain laws. Yet it could take one hour, on Friday evenings to travel 30 miles, due to traffic. I came back home for a slower and friendlier life style. Let people enjoy the drive on 231 or take I64 to I69, instead of dissecting farm lands and displacing families.

Response

Masterson, JoAnn

2 – Alternatives

3.5 – Relocation Impacts

Comment

Is this a need or a want by Dubois County, Jasper, and Huntingburg? I do see a need for a by pass around Jasper and Huntingburg, but after you cross the bridge in Haysville, why does the proposed route P run parallel to the existing Hwy 231? Why not do the portion thru Dubois County and then use money to improve the existing Hwy 231 through Martin County? Also, along Crane Naval Base, why aren't federal lands used instead of taking private lands? The benefits of this project for Martin County are minimal and at a high cost to the residents. Yes, my home is one of the houses that may be taken or my neighbors' homes. Why isn't anyone on the RDA committee from Martin County? Why aren't the donors for this project disclosed? What are you hiding? You are asking us to give up our homes and move to who knows where and you won't be transparent on who is pushing this agenda

Response

Blackwell, Ben

3.24 – Agricultural Impacts

Comment

I and many other residents / farmers of Martin, daviess, and Dubois DO NOT support this corridor. And if pursued many of us will be getting malapit" (sic) rochford.

Response

Astrike, Keith

0 – EIS Summary

2 - Alternatives

3.24 – Agricultural Impacts

Comment

Curious how long the Tier 2 study might take and is there a Tier 3 study after that as well?

Has there been a study completed to determine if 231 which already runs the length of southern Indiana can just widened so existing roadways can be used instead of tearing up existing farmland and disturbing peoples livelihoods? Seems like if there is already a road that connects it makes more sense to widen and expand that?

Response

Hochgesang, Michael

3.24 – Agricultural Impacts

Comment

My family is 100% against building the mid-states corridor on the southeast side of Jasper. If this route is approved, our family farm will be GONE! Our farm was recently recognized (April 1st) by the state of Indiana for being a 3rd generation family farm. What an awesome recognition! Shortly after receiving this recognition, we learn that our farm will be taken from us, when the Mid-states corridor is built! There is such wonderful history with our farm (home place). The barn is over 100 years old- it has the big wooden pegs that hold the massive logs in place.

This is a family farm that my grandfather bought, over 100 years ago, where my father still lives (91 years old), and where my siblings and I grew up and worked every day. This is a place where we take our grandkids fishing and where we all enjoy coming HOME to. This home place is the only home my father has ever lived in!

Please do not take our HOME from us!

Response

Danzer, Angie

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Good afternoon,

I am opposed to the corridor project. I live off of Kellerville Rd. This area is a protected area due to two species. It is also a wetland area. It floods frequently. I also would like to know why this was not added to a ballot to have people vote on this project? Isn't this illegal? It is taking many homes, farms, crop ground and will reduce our property value. This is a ridiculous amount of money to spend to create a freeway only one mile away and parallel to 231. I agree that 231 needs work, but moving the road completely is not the answer. It will take business away from Huntingburg and Jasper, not bring more people in to the area. It will bypass these areas. Just ask the business owners in Dale. You say it will be safer for truck drivers due to the amount of accidents. How many truck drivers have accidents in these two cities? I would think it would around 1 of 25 to cars alone. Farms will be split into 2 sides of the road. This most certainly will not be safer for the truck driver or the farm if the farmer has to use the road to get their equipment to both areas. This was funded by politicians and two business owners that have a trucking business. This is not what the citizens of Huntingburg and Jasper want. Our taxpayer dollars could be spent on more important projects, rather than a hand full of wealthy people.

Response

Hartley, Chris

3.9 – Air Quality Impacts

Comment

This is an unnecessary project that is not compatible with climate goals - chose the no build alternative.

Response

Gray, Cathy

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I've grown weary from trying to explain why killing the land that gives us life. Environmental conservation is a conversation among adults; it shouldn't be so hard.

Trees die, wildlife dies, the air goes bad, people become desperate for space and for beauty, for a simple sense that the Earth cradles us.

I'll leave the science-y stuff to the scientists, and I'll just say this: This planet is worth more than the commerce that runs rampant over the land. This Earth is worth more than an out-sized trucking industry that hauls too much stuff from one end of the country to the other, leaving beautiful and vital trees as toothpicks along the highways.

Leave the trees alone. Let us breathe.

Response

Hultz, Teresa

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

The new highway will destroy a square mile of forest including a nature preserve, more than a thousand acres of farms, and hundreds of acres of wetlands, and be a deathtrap for countless wild animals that will now have to cross two high-speed roads in close proximity to move through the area.

I support the no build alternative.

Don't take more natural land to build for humans. Rebuild on land already built on. "

Response

Porter, Bryan

0 – EIS Summary

2 – Alternative

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impact

Comment

Mid-state Corridor

I tried to contact through e-mail but you have it blocked. Sending this to every politician I can. These are my words. I am slow at typing so I have copied and pasted to every politician representing me and my area except Senator Braun who we know will not listen to anyone except his friends in Jasper.

I am BRYAN Porter. I live in Daviess county. The Midstate corridor is a terrible waste of money. Also you will destroy farms and property for no reason. You yourself state I69 and US 231 are not utilized enough to justify this. I reached out to State Senator Bassler who stated they have no control on this. I may be a simple country doctor and an Air Force veteran but I know that was an untruth- since we are not allowed to say lie anymore. They and the legislature review the proposal and appropriate funds. Sound like control to me. Also at the meeting the double talk by INDOT personnel and the consulting firm did not make sense. The looks they gave us in the audience as we were begging you not to take the land was very inappropriate. I understand this is pushed by a few in Jasper and Crane. I understand you are not allowing access to who is funding the research group but it is the law and I am requesting it. As many have tried I know you will deny this too. I am a pro life republican but Senator Braun and his rich friends are wrong on this. I can only work to keep him from getting re-elect when his term is up. I will try to contact Senator Young's office and get his opinion. If I get the runaround from them also then I know I will not vote for him. Unlike you. I am okay with you posting my Name against this. Since this is supposed to just go west of my house I will not lose any land but you will be block the road I take to work and take many of my friends lands and homes. I will have a road in my back yard that is not accessible.

INDOT does not even take care of the roads it has. US 231 needs updating because it is not maintained. Fix 231. Bypass Jasper. Quit hurting the rest of us.

Even though you will respond I expect it to be empty -void of sincerity.

My information is sincere,

Bryan Porter

11655 N US Hwy 231

Odon, IN 47562

Response

Porter, Bryan

0 – EIS Summary

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impact

Comment

Mid-state Corridor

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11655 N US Hwy 231

Odon, IN 47562

Response

See comment 82 re: RDA

Matthew, Antonia

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

- The costs of building a new terrain highway do not justify the devastation to the environment.
- Building any new-terrain highway through the farms, forests, and wetlands of southern Indiana will increase pollution, and decrease air, water and soil quality.
- Hundreds of Hoosiers will see their family's homes, farms, and businesses destroyed.
- Displacing Hoosiers does not justify the proposed project need.
- The time saved for motorists is negligible, as per the stated goals of the project.
- There is a far greater need to fix existing roadways and explore alternative transportation options.”

Response

Wright, Peyton

5 – Comparison of Alternatives

Comment

Have you considered that option P runs parallel to US 231? And accomplishes nothing? Meanwhile options M and O through Bedford offer much more potential economic and transportation gain? Option P may be the cheaper option, but if you're gonna spend money go the extra mile and at least do something that makes sense

Response

Eeigle, Christy

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

The impact on wildlife and the people who live in this corridor is not worth constructing this. I have not heard one good reason for devastating 15000 acres of the Hoosier National Forest by logging this area near Patoka. Leave HNF alone!!

Response

Stuart, Kaine

3.27 – Managed Land Impacts

Comment

The Hoosier National Forest is one of Indiana's last natural treasures, and such a project could affect the HNF in detrimental ways. There are enough highways going through the area to lead me to believe the corridor would be unnecessary. Please say no to building the Mid-States Corridor!

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Durcholz, Marisa

0 – Summary

2 - Alternatives

Comment

From: M. Durcholz <mcx623@yahoo.com>

Subject: Tier I Decisions not met

White paper in 2017 on Mid-States Corridor webpage recommended a Tiered Approach to this project due to regional scope. Key Decisions have to be made up front when choosing a Tiered process. One of the key decisions identified in the white paper said that during the Tier I the type of Highway would be determined under 6.1 and 7.

<https://midstatescorri.wpengine.com/wp-content/uploads/2020/02/Mid-States-Corridor-White-Paper.pdf>

The public was misled by being told the type of highway would be determined during Tier I. That was not determined or specified in the Tier I DEIS for Mid-States Corridor. Now we are being told that won't be determined until Tier II studies.

[https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(38\)_FR.pdf](https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(38)_FR.pdf)

Thanks,

Marisa Durcholz

Response

Durcholz, Marisa

1 – Purpose and Need

Comment

Subject: Formal Comment and entry for Mid-States Corridor - questions on SDEIS for US 231 bypass

Why is a Supplemental EIS document from 2011 for US 231 bypass identified on the Mid-States Corridor website when the Federal Register posted in 2014 that they were rescinding the notice of intent to prepare a supplemental environmental impact statement for this project.

<https://midstatescorri.wpengine.com/wp-content/uploads/2020/02/US-231-Dubois-County-Supplemental-DEIS.pdf>

Federal Register 2014 notice of intent to

rescind: <https://www.federalregister.gov/documents/2014/01/27/2014-01498/notice-to-rescind-a-notice-of-intent-to-prepare-a-supplemental-draft-environmental-impact-statement>

This federal register notice says “ The FHWA, in cooperation with the Indiana Department of Transportation, is rescinding the NOI to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the U.S. 231 Jasper Huntingburg project in Dubois County, Indiana. Due to a reevaluation of the traffic information, the project is no longer warranted and the Notice of Intent is rescinded.”

What reevaluation of the traffic information took place to rescind the notice of intent and to declare that the project was no longer warranted?

If the project was declared no longer warranted, how did this project later evolve into the Mid-States Corridor which not only includes a bypass of Jasper and Huntingburg, but now includes an entirely new terrain all the way from I-64 to I-69.

Where are the previous studies to justify needing a new terrain from Haysville, IN to Crane, IN?

I-67 was supposed to connect to I-69 in Washington, IN not Crane. Where is the data to support moving the connection from I-69 in Washington, IN to I-69 at Crane, IN?

Thanks,

Marisa Durcholz

Response

Small, Alan

2 - Alternatives

Comment

We do not need the road and we don't want the road. What about a No build Road. Building a road parallel to 231 is crazy and don't make any kind of sense to build. We want the road consideration to stop. Quit spending our taxpayer dollars on this project.

Response

See **Responses 2.1, 2.6.**

Lieuhnier, Brian

2 – Alternatives

3.5 – Relocation Impacts

Comment

Up Date US 231.

Not use my ground.

Response

Downey, Carolyn

3.4 – Economic Impacts

3.5 – Relocations

Comment

As a resident I'm worried about the people no longer coming to our community. When I first heard about this project, we were told at a meeting this would bring Loogootee more people in our area. This came from Mike Braun period now it will take people around our town. Martin County is a poor community that has no housing market. So where will all the people who lose their homes go? That then takes away our tax so is on property. Which the county cannot hit their budget.

Response

Knies, Charlene

2 – Alternatives

Comment

We need maps with county roads and other details. Waste of money to print and my time to stop.

King, Chris

2 – Alternatives

3.4 – Economic Impacts

I don't understand why you need to put a new road where a perfectly good road exists (US 231). it seems to be a waste of money. Tell me how this is going to improve the existing infrastructure in terms of economic impact.

Response

Brown, Clifford

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

We live in the country for a reason. So we don't have an Interstate in our backyard. You are wanting to take our family farm that has been in the family for 100 years this year. You want to take the house my father was born in. we don't want your road on our farm. We vote (word deleted) no!!!

Response

Hulsbeck, Connie

3.5 – Relocation Impacts

My home is in the "P" route, I strongly oppose the build, because of the obvious reason of taking away my home! I have worked two jobs for many years to have this peaceful, beautiful/ country place to live. I also worked very hard to maintain it, as to all of my wonderful neighbors. Why are they allowed to destroy so much for so little gain? (5 minutes times saved from traveling on 231 instead)

Response

Connie Hulsbeck

3.5 – Relocation Impacts

My home is in the “P” route, I strongly oppose the build, because of the obvious reason of taking away my home! I have worked two jobs for many years to have this peaceful, beautiful/ country place to live. I also worked very hard to maintain it, as to all of my wonderful neighbors. Why are they allowed to destroy so much for so little gain? (5 minutes times saved from traveling on 231 instead)

Response

Guy, Debra

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

1. Not necessary
2. not wanted
3. destruction to homes, farmers and our rural way of life. We live where we live because we like our slow pace, safe, easy way of life
4. environmentally wrong- what would be lost can never be replaced
5. loss of tax revenue.

Is it really Worth the destruction and mayhem this road would cause? Is saving a few minutes of travel time, causing heartache and loss to countless people in our rural area really worth it so that a few choice businessman can increase their profits? Isn't that what I-69 was supposed to do? When will it be enough?

Response

Corey, Ellen

5 – Comparison of Alternatives

Comment

I am pleased to hear you're considering the route with the lowest environmental impact and cost!

Alternatives o and M are highly concerning.

Response

Mathies, Gary

2 - Alternatives

3.4 – Economic Impacts

Comment

Based on the DEIS impact statement, I feel like very little consideration was given to Martin County. Being a resident of Loogootee, the negative environmental and economic impact not this route P contains will be insurmountable for Martin County. With an already struggling county budget this route not only reduces taxable income acres based on the Corridor footprint but disproportionately affects the residents of Loogootee and Martin County by crossing over into Daviess County at a critically important area, based on a safer engineering plan. And the DES report there were no interviews conducted by Martin County businesses or residents on how they would be impacted. For road project that travels over 20 miles through county to get no input is absurd. please re-evaluate the options after the state approved improvements to current 231 are in place and functioning. How can a new road be justified when current improvements are not even in place for evaluation? The overall cost of 1 billion + is an irresponsible use of state and federal dollars when a true comparison to road conditions and travel times are not even complete or started for that matter.

Response

Small, Janie

2 – Alternatives

5 – Comparison of Alternatives

I don't think the environmental impact will offset the minimal benefits which will only benefit a few. We do not need this.

Response

Fegan, John and Diana

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

We do not need mid states corridor, my family farm which we have owned for 100 years period will be destroyed. My dad's home will be gone. He was born in that house. I lived there for 86 years period the farm is still owned by us kids. No need to uproot and tear lives, my sons home is involved, my nephew, my niece, my brother and of course our neighbors. We are losing farmland. And farmers are getting more scarce as it is. I vote no.

Response

Niehaus, Lisa

3.3 – Social Impacts

3.5 – Relocation Impacts

Comment

This road is not needed for the general public and will tear apart a beautiful community by forcing families to leave their homes. The road only that if it's large companies by saving some transportation time and will have significantly more negative consequences than we can even imagine. I want my kids to live in this community with their families but it is already difficult to find affordable housing now, this road project just makes that situation worse. Fix the roads we have, improve intersections to make them safer, hire police officers to patrol and enforce safety rules but do not build this road through our county!

Response

Sunderman, Lori

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

With all respect, my neighbors, friends and family are against the Midstates corridor. To displace many people from their homes, destroy houses, farms, and disrupt livelihood to favor a handful of people makes no sense. The spend estimated to complete this project should be used to improve existing roadways and bridges. Please do not build the Midstates corridor.

Response

Smith, Martha

2 – Alternatives

Comment

Why not see the real road solution? Small business/ truck bypasses west of Huntingburg and west of Jasper where the traffic bottlenecks and accidents really are?

What is the real reason the road is not being put where it's needed- don't think I'll ever see a true answer to this question?

Response

Smith, Martha

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impact

Comment

How can you justify the expense of this road?

Tourism? You are negatively impacting two of the three most popular (and profitable) places in Dubois County.

How many studies are needed to realize this?

Someone needs to better explain to farmers, families the road is not taking your farm just your front yard.

Response

Smith, Martha

2 – Alternatives

Comment

Why build a new road instead of fixing what we already have?

How many studies are needed to realize this?

How many new businesses have opened on the new I-69 from C to Bloomington, O!

Road needs to use existing land existing 231. Land is expensive but people mental health and lives is priceless.

Response

Smith, Martha

2 – Alternatives

3.4 – Economic Impacts

Comment

How much will a new road cost taxpayers compared to maintaining cost of existing 231.

I don't think I've seen a study or chart with this info.

Anyone know the true financial impact?

The current studies cost is outrageous and they don't say anything specific just proposals but I'm sure someone knows the financial impact on this county and it's taxpayers.

Response

Smith, Martha

3.7 – Traffic Impacts

Comment

City of Jasper fought a bypass through the town for so many years, saying it would kill the downtown. guess what the downtown died anyways.

How many studies look at actual traffic in the city of Jasper. Isn't it mostly people going to the schools, shop or Walmart.?

How will the bypass help this?

Which study shows a benefit of new road? For the traffic West of 36th St?

Response

Smith, Martha

2 – Alternatives

Comment

Huntingburg needs to complete the bypass started on the West side of town to seriously take some traffic off 231 through town.

How many studies are needed to realize this?

Trucks come from where?

Going where?

Response

Hochgesang, Michael

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

The cost of building a new terrain highway doesn't justify the devastation to the environment. Building any new terrain highway through farms, forest, and wetlands of southern Indiana will increase pollution and decrease air, water and soil quality. Hundreds of farmers will see their grounds, homes, and businesses destroyed. Why don't repair the roads we have? They really need it. Displacing people doesn't justify this road.

Rees, Mike

3.5 – Relocation Impacts

3.7 – Traffic Impacts

Comment

Although my house is in that 2000 feet route. I still believe we need some sort of traffic relief from the north to the South side of Jasper. I know there is an easy solution to this corridor. I along with relatives and friends in the construction business, built this house in 1974 and have kept it up with the remodeling and modern updates. At 71 years of age my wife and I are not looking forward to relocating at this time in our lives. I can't imagine the cost of relocating at today's prices on land and building material. Please keep people informed on our future.

Response

Ash, Miriam

2 – Alternatives

3.23 – Karst Impacts

5 – Comparison of Alternatives

Comment

Being a member of Indiana Karst Conservancy, I appreciate that you removed the eastern routes as options. I prefer the no new road alternative. Definitely SR 231 needs major improvements and both Jasper and Huntingburg are a traffic mass. But with I64 carrying east West traffic and I-65, I-69 and improved SR 37 and SR 231 I choose a “no new” option.

Response

Anonymous

2 – Alternatives

Comment

This has not been a well thought out project!

There are other alternatives to accomplish this without a new build!

Response

Anonymous

3.4 – Economic Impacts

3.7 – Traffic Impacts

Comment

Taxpayers local businesses and residents feel this road as being shoved at us with such vague info that you think we are idiots. That hurts!

Stop saying the road will help tourism that's stupid!

If you really studied this- people come to get away from traffic. They come for the quiet, clean, slow pace, and I know this for a fact. I know people come from Saint Louis and other places to stay at a fully booked Airbnb's this summer for the peacefulness and rolling hills. The narrow winding roads are a plus they are looking for. So no, the Midstate's corridor will hurt not help Dubois County.

Response

Barrius, Rachel

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

The Midstate's corridor not only will remove Jasper, Huntingburg, from economic growth but will destroy homes government and cause unnecessary taxpayer dollars that should go to the community and be used to benefit local Indiana citizens not land development and big corporations I-69 has not even finished construction and has not made true to economic growth promised has made two the nearby city of Petersburg. How can we citizens of southern Indiana trust any promises made by the self-serving mid states corridor community.

Response

Small, Ruth

2 – Alternatives

Comment

We do not need this road just fix our roads we have now, and don't destroy what so many families have worked hard all their lives for also the generations before them.

The fact that no one has the money for this, the county, the state, or the US government, don't spend money no one has, and destroy what we have.

Response

Hasenour, Shirley

3.4 – Economic Impacts

3.5 – Relocations

Comment

Corridor is not needed or wanted.

Displacing families and taking family property is obviously wrong and uncalled for. Business leaders and Dubois County have long claimed there are not enough workers for local businesses and have urged home and apartment construction to move people into the area. This corridor will do exactly the opposite. People will lose their homes, possibly building sites will be used for the corridor so people will be forced to move out of the area due to lack of housing or land to buy.

All in all this Corridor idea is a lose-lose situation. People of Dubois county lose, businesses will lose employees. Possible building sites for new businesses will not be used up. No one wins—

Response

Tim Hasenour

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.10 – Noise Impacts

Comment

I live within 1000 feet at the proposed roadway. I am 62 years old and was planning on retiring until this corridor project impacted my area. Now either I will have to plan a move, if my house is taken or I'll have to live with a noisy road next to me, not to mention the value of my home dropping. This corridor is not needed or wanted, the money would be better spent widening and repairing all Dubois County roads, now I have to wait two more years before I can plan my retirement. This whole thing is just stupid this project is unwanted and unneeded.

Response

Williams, Vernita

2 - Alternatives

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

I am opposed to constructing the Mid-States Corridor, another new road. It is commendable that the Hoosier National Forest and Boggs Park were deemed valuable and avoided in the recommended route. However, why would fertile farm ground not be deemed even more valuable? This natural resource is necessary to feed our nation. Every year more soil is paved over never to be productive again.

Why not enhance and improve the present 231 highway? This project would be cheaper and displace fewer people. With the addition of truck lanes and turn lanes, travel on 231 could be safer and faster. The bypass around Jasper is needed. The city would benefit from limited truck traffic on its streets. Many people, not just truckers, would benefit from a bypass.

If Dubois County businesses a more direct route to I-69, they should support the shortest through Petersburg. Another option is to continue four-laning 231 from I-64 through Dubois County .Please listen to the taxpayers! The majority are saying no to this Mid-states corridor.

Response

Buechler, Stephen and Margaret

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.12 – Construction Impacts

3.24 – Agricultural Impacts

Comment

RE: Mid State Corridor Preferred Alternative P

We would like to register our opposition to the Mid States Corridor Preferred Alternative P that has been selected.

It is our determination that this project as proposed would not be in the best interest of the residents of Dubois County. The removal of all of the acres of farmland, homes and businesses that would be taken for the new construction, would impact the property burden on the rest of the county residents, the potential limited accessibility to the new construction road would have negative transportation impacts to county residents that would need to cross the new construction as part of their daily activities.

Based on this assessment, we believe that the costs for new construction, in dollars and local citizen impacts far outway any potential benefits, and efforts would be better spent to upgrade the existing US231 roadway.

Thank You

Response

Uebelhor, Josh

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.10 – Noise Impacts

Comment

I am against. I can maybe see a bypass of Jasper but it is ridiculous to parallel US 231. Use it and fix it. By the way bypassing Jasper will still take my house or decrease value by 20-30% due to noise.

Response

Schwenk, Donna

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Why can't you go with upgrade to 231 instead of impacting the environment? By taking land you are affecting people's livelihood and housing. With the war in Ukraine, I would think that prudent to preserve farmland for affordable food. It's hard enough to get affordable housing but putting this road will eliminate housing and make it harder to have affordable housing.

Response

Gootee, Steve

3.27 – Managed Lands

4 – Section 4(f)

Comment

I am interested in the "comparable" environmental impacts on the West Boggs area - lake, dam, golf course, park. How can I find a detailed analysis of the impacts? Thank you - sorry about the printing - writing on my knee.

Response

**No Last Name, Alan
(From Schnitzelbank)**

2 – Alternatives

Comment

Why tear up half the town of jasper when the original route of 161 to 257 makes the most sense and keeps the political (word deleted) out of it

Response

Caldie, Cathy

2 – Alternatives

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I oppose any new-terrain highway construction, including Route P due the negative environmental impact it will bring to southern Indiana's forests and wildlife habitats, water quality, air quality and the communities along the highway's path.

The costs of building a new terrain highway do not justify the devastation to the environment. Also, building any new-terrain highway through the farms, forests, and wetlands of southern Indiana will increase pollution, and decrease air, water and soil quality.

Hundreds of Hoosiers will see their family's homes, farms, and businesses destroyed. Displacing Hoosiers does not justify the proposed project needs.

The time saved for motorists is negligible, as per the stated goals of the project. There is a far greater need to fix existing roadways.

Please oppose routes O & M. Oppose Route P. Plans are already approved to update the existing highway in this area, which is the best choice for taxpayer dollars. Thanks for listening.

Response

Durcholz, Marisa

0 - Summary

1 – Purpose and Need

2 – Alternatives

Comment

In 2019 the Purpose and Needs Statement for the Mid-States Corridor included reducing crashes as core goal #4. See page 28 at this link:

<https://secureservercdn.net/166.62.112.199/tpn.653.myftpupload.com/wpcontent/uploads/2019/08/Purpose-and-Need-Final-08-13-19.pdf>

Regional traffic safety was also emphasized during the public meetings in 2019/2020 presentations:

<https://midstatescorri.wpengine.com/wp-content/uploads/2020/02/Project-Presentation.pdf>

However, in the April 2022 Draft Environmental Impact Statement (DEIS) that was just recently released, reducing crashes was no longer a core goal. Read that last sentence again. Rather, reducing crashes became a secondary goal. I'm not sure who made this decision to change reducing crashes from a core goal to a secondary goal. I think the public has a right to know why the study changed after the goals were established and outlined to the public.

On page ES-3 of the DEIS it says "core goals and secondary goals differ in that a proposed alternative must demonstrate adequate improvements on core goals whereas secondary goals only represent additional benefits as other desirable outcomes but are not required to be addressed."

<https://midstatescorridor.com/wpcontent/uploads/2022/04/Chapter-0-EIS-Summary.pdf>

Someone decided to remove reducing crashes as a core goal because in my opinion and you better investigate the who and the why, they knew this would become a fatal flaw in the study that would not provide measurable improvements. Not meeting a core goal means end of project. You misled the public by telling them this had to do with their safety.

Another thing I found is that relieving congestion is also only a secondary goal. The traffic experts know changes must be made to the current roads IN TOWN in order to truly relieve most of the congestion. This road will not significantly contribute to that or it would have been an easy core goal to identify.

I also found that when deciding this would be a Tiered Study, originally one of the key decisions you said would be made during Tier I was the type of Highway that would be built (2 lane, 4 lane, interstate etc). At some point you decided it wouldn't be an interstate but you did not decide on the type of facility like the white paper in 2017 sent to Governor Holcomb said you would. Here's the link to that:

<https://midstatescorri.wpengine.com/wpcontent/uploads/2020/02/Mid-States-Corridor-White-Paper.pdf>

You also said the type of facility would be identified during the public meetings in 2019/2020 (link above). Instead at some point during Tier I, identifying the type of facility was deferred to Tier II studies which could take years. Again, you misled the public and by moving this decision to the next phase, you're purposely making it easier to progress to Tier II.

Mid-States Tier 1 DEIS Comment

Page 2 of 2

Many people in favor of this project and pushing it are using safety and congestion as talking points on why we need this road. This has always been a major factor in the purpose and needs in earlier studies too. If reducing crashes and traffic safety was important enough, you would have kept them as core goals. Somehow I think you might realize that a new four lane highway or another two lane highway (whatever is chosen), won't actually be safer than US 231.

The core goals now focus on reducing travel time between various locations, increasing labor force, and reducing truck vehicle hours of travel (VHT).

This is no longer about giving Dubois County a safer alternative and reducing congestion. This is about saving trucking companies time/money and economic development, pure and simple. What I've come to realize (not just through this research effort) is that businesses and the wealthy minority are holding way more power in this country than regular citizens that make up the majority. We've shamed other countries recently for allowing wealthy people and businesses to control a government. What are we doing?

Response

Nowotarski, Mark

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.16 – Threatened and Endangered Species

3.17 – Floodplain Impacts

3.18 – Wetland impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.29 – Short-Term/Long Term Impacts

Comment

RE: Mid-States Corridor Project – Climate & Environmental Issues

Route P, as well as any new terrain in this part of Southern Indiana will cause both short term and long-term devastation to our natural resources and habitat. Destroying forests, wetlands, and natural terrain will result in more pollution and climate issues that need to be corrected not encouraged.

Natural Habitat Destruction

While alternative route P may show lower natural habitat impacts than the other routes, it still results in a very destructive path. Of all the routes, P has the most negative impact with 11 protected species within the 2-mile boundary. It also sites 228 – 282 acres affected for Indiana bat forests. But that is not all, the study doesn't even consider the effects for other wildlife that this highway will negatively impact. On page ES-16, Section ES.3 Wildlife and Natural Areas it states, "Tourism in the region is a significant economic driving and protecting the quality of the environment and the integrity of the natural areas was mentioned in most forms of communications."

When you go through the details of this study and how the route was selected it appears this statement was not taken seriously. As more and more natural areas in the United States and Indiana are destroyed, protecting what we have here in Southern Indiana needs to take precedence over anything else. In the same section the study even states, "A Build Alternative would change the rural nature of the region." Wetlands, streams, and forest all play a vital role in protecting the habitat for our wildlife. It needs to be left alone. The natural areas need to be enhanced and protected.

Air Quality / Greenhouse Gases

In our Southern Indiana region, we have 4 of the 5 topmost super polluter coal energy plants in Indiana that already contributes to some of the poorest air quality in the state. Encouraging more traffic by building this highway will only contribute more to the air pollution that we need to be mitigating. In Table 3.9.3 on page 3.9-5 shows the annual estimated emissions of Volatile Organic Compound and Oxides of Nitrogen. While the increases in VOC and NOx emissions are small, there is still an increase, and we are supposed to be decreasing emissions.

While the study tries to justify this referencing future gains with electric vehicles this again is speculation to try to substantiate the increase in greenhouse gases. The fact is any new terrain highway will only add to our climate issues, not help mitigate it.

Noise

As the study points out, transportation-related noise impacts are a growing concern. Noise pollution not only affects the residents and businesses near the highway, but also the wildlife that make this area

Mid-States Tier 1 DEIS Comment

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their home. The study cannot and should not minimize the impact by stating the alternative P is mostly in agriculture and forested lands and avoids larger communities. The fact is the bypass sections around Jasper, Huntingburg, and Loogootee will have a dramatic negative impact to residents within the area.

Floodplain Impacts

For years, the Dubois County area has had to deal with flooded areas in peak rainy seasons. With climate change, this only has increased the severity. Adding a new terrain highway and alternative route P will as the study summary states, have significant floodplain and floodway impacts for all alternative in Dubois County. Table 3.17-1: Potential Floodplain and Floodway Impacts, and the numbers shown for alternative route P are shocking and scary.

In summary, the study paints a disastrous picture for the environmental impacts and climate issues that continue to grow. Anything noted in the study, including removing of forest acreage of any significance, will increase climate issues. Building any new terrain highway, especially through the lands of Southern Indiana just does not add up. The destruction it will bring far outweighs any of the very minimal benefits identified in the study.

Response

O'Donnell, Eugene

3.7 – Traffic Impacts

3.21 – Forest Impacts

Comment

The proposal to build a new highway which parallels SR 231 is a bad idea. Over the coming decades automated vehicles will greatly reduce the need for new highway capacity.

The loss of forest lands and a nature preserve is an irreparable harm to the children and the future of our state. As Joni Mitchell said, “you don’t know what you’ve got till it’s gone.” Let us be wise and not pave paradise.

Response

Sheetz, Tonya

1 – Purpose and Need

2 - Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

"This road is going to destroy our countryside as we know it. We live in this area because we want to enjoy the peace and quiet. We want to enjoy the wildlife that will have their habitats destroyed due to your greed. People work their whole lives to own a piece of land and this group acts like it is nothing just to come in and take it. Sure, you may give a little bit of money but that won't truly replace what is lost. Nothing can. Not to mention, there is nothing affordable that people can move to with the housing market the way that it is. I have heard nothing to convince me that this road is needed. We already have existing roads. Fix them and stop taking away from people and the environment. The greed is truly disgusting. "

Response

Ritter, Carroll

2 - Alternatives

3.5 - Relocations

Comment

"The project is not warranted. The supposed benefits do not support the immense costs. The project still disrupts private land.

The governor's commitment of funds to improve Hwy 231 are totally sufficient to meet the need."

Response

Graber, Willis

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocations

3.24 – Agricultural Impacts

Comment

I think that it would be better if the highway would merge back onto 231 on the north side of Jasper. Loogootee needs the traffic through their town instead of making a bypass. Look at all the revenue that would be lost if less people that are traveling would stop there. It seems as often as the current route crosses back & forth on 231 it would just make more sense to stay on it (upgrade it). That also would not cost as many people's homes, farmland & etc.

Response

Wilhelmi, Michael

2 – Alternatives

3.3 – Social Impacts

Comment

I agree with the most common opposition comments as noted in the DEIS. I also agree with the sentiment of hundreds of people in my area who have posted signs outside their properties opposing this project. The Alternative P build alternative would be an inappropriate use of tax funds. The impacts to the environment are not warranted for the proposed improvements. The benefits of Alternative P are very minor, if any, and the costs are very large. The Public would receive a higher benefit through regular maintenance of the existing roads. Most importantly, a Build Alternative would change the rural nature of the region. For all of these reasons and more I oppose Alternative P. I believe that the “No Build” option is the only option that should be considered. This project would lead to a great decline in the quality of life for everyone who lives in the project area. I have witnessed the decline in the quality of life near major roads constructed in other areas where I have lived in the past. I have also read about the decline of quality of life in other parts of Indiana due to prior road projects.

Response

Kippenbrock, Dennis

2 – Alternatives

Comment

We really need this highway improvement project as today's roads are way over loaded and cannot properly support the needs of our communities.

Response

Armstrong, Naydine

2 – Alternatives

3.5 – Relocation Impacts

Comment

I'll b losing my home of 20 years for a road not needed. My husband passed here 11 years ago and I want to do the same. The roads we have now can't be maintained so why build more?? Update what we already have, please leave families in peace.

Response

Hurst, Jackson

2 – Alternatives

3.27 – Managed Land Impact

4 – Section 4(f) Impacts

Comment

I have reviewed the Draft Environmental Impact Statement for INDOT's Mid-States Corridor Project and I approve and support Preferred Alternative P, because Alternative p will avoid impacts to West Boggs Lake.

Response

Abell, Donna

2 – Alternatives

Comment

The mid-states corridor concept is an outrageous insult to taxpayers who will bear the burden of construction and maintenance costs for life. If you've traveled on I-69 in southern Indiana you already are aware that it definitely is not being used enough to justify its existence. The vast majority of citizens I know are of the opinion that it is unnecessary. Why burden our children and grandchildren with the debt involved in operating such a massive boondoggle, as well as negative environmental impact of the project?

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Schulte, Mark

0 - Summary

Comment

To whom it may concern , where might I find your Annual Reports and/or your meeting minutes - if available at all.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Beuchler, Carla

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I do not feel this road is at all necessary. It will ruin way more than it will help!! It will destroy homes, farms and towns, etc. all to help a couple of already rich individuals and their companies to profit even more at the expense of others. NO TO MID STATES CORRIDOR!!!!!!

Response

No Last Name, Brielle

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

As a millennial in my 20's, I am all for progress and growth. I believe this Mid State corridor will be highly beneficial to not only my county, which is Dubious, but also the ability to be more connected with neighboring counties. As a young adult I've been placed in a community that's stagnant, so much so that about 3/4 of my graduating class doesn't even live here anymore, let alone in Indiana. And the major question I have is why?

Honestly my belief is because this community just doesn't want to change, and for what? Because 2,000 acres of farmland will be taken away? Quite frankly this land was never meant to be farmed the way it has been over the last how many years..? Also they can keep their GMO seeds and insecticides that are giving so many people cancer and other related diseases. Solution, grow your own garden and hand select your own seeds and fertilize naturally. Learn to can and set better standards for your family. Issue #2, the road will be taking my house or my centuries old farm. If we have learned anything about our government, is that they will take what they want and it doesn't matter who they displace. This land was never ours in the first place. It belonged to the native Americans that actually took care of this land. The government did it to them, they will do it to you, and they will do it to the future generations.

Solution, teach your children to become independent from the government and sustainability. If I've learned anything in my young adult life, it's that it doesn't matter where you call home as long as you can sustain your independence. The government won't help you, but they want you to be dependent on them.

I know this sounds as if I should be against this road, but I'm excited for the future of my community. I want this area to bring in more culture and different views. I'm tired of the same old white men running this area, and it'll only change if we can get more demographics and people with different views to come here. I want my generation to come back and I want the younger generation to stay, and the only way that will happen is through progress and growth.

Now there are a couple key points that people should be concerned about with this road. For example, bus routes. The planning is still in the young stages, but if the road will split the county, there needs to be over pass interchanges so the buses do not have to cross the road. Also the projected money generated from the tourism that this road will bring, how will it be spent within the respected communities? I'm sure there are plenty more "actual" concerns people have and this here is the perfect opportunity to voice them.

My last point is, if you are 50 and older to sit and think of where you personally will be in 20 years, because that is how long this road will take to be completed. Just look at I-69. Literally still working on it. Don't hinder my generation, because you all are stuck in your ways. It's literally 2022 and technology and connectivity is the way of the future. You don't have to like it, but you shouldn't stunt your child's generation and your grandchildren's generation.

Thank you for this opportunity to comment on the Mid-State corridor."

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Begle, Alan

2 - Alternatives

Comment

I believe the best option for the Mid-States Corridor is to not build it. This road is not needed and the money needed for it should be spent on upkeep and improvements for our current highways in southern Indiana.

Response

Boehm, Earl

2 - Alternatives

Comment

Let me say that at least you have selected the route (P) that makes the most sense. Being well aware this road cannot run straight through middle of Huntingburg, Jasper, and Loogootee; my recommendation is to upgrade current highway 231 as much as possible because template for the new road is already there. As someone who frequently travels this highway, with exception of Haysville, there should be plenty right of way to purchase along current 231. It makes no sense to build a new road that runs parallel and crosses current 231 multiple times. Also keep necessary bypasses around Huntingburg, Jasper, and Loogootee at a minimum.

I am in agreement with spending money on infrastructure to help local businesses and improve commerce, Unlike those who do not want this road at all, I support it, JUST BE SMART ABOUT IT !! Thank you for opportunity to comment.

Response

Potts, Marla

3.5 – Relocations

3.24 – Agricultural Impact

Comment

As a resident of Martin County I am adamantly opposed to this new road. No private companies should push a new interstate. Fix the roads we have. Saving a few minutes is not worth homes, family farms being gone. Bypassing local towns also takes business away from those very towns. Who truly will benefit. A few trucking company owners? If Jasper needs a by-pass then build just that. My votes will definitely in the future reflect which of our elected representatives supports or has helped fund this senseless endeavor.

Response

Leuken, Brenda

3.24 – Agricultural Impact

Comment

Please stop the mid state corridor project. We can't afford to lose more farm land. Current roads could be improved without stealing more land and homes from people. Why couldn't it be put to a vote and let the people decide if they want a new road instead of a few rich people deciding they want it. This road will do much more harm than good.

Response

Goller, Linda

3.3 – Social Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

As a native of Dubois County, I oppose the mid-states corridor project in its current form (route P). The impact on rural farmland, small communities, and individual families is devastating and enormous. “Welcome to Indiana, Crossroads of America” is the Indiana welcome sign chosen in the 1930s and regrettably still exists. Building a 4 lane divided highway that runs parallel to existing 231 coincides with this outdated message. Ask anyone in Dubois County what gives them a unique sense of place and I would venture to say that identifying as the “Crossroads of America” is not on their list. Given the climate reality, severe drought in parts of the US, and blocks to global food production, a future looking Indiana would be wise to protect as much non-irrigated farmland as possible instead of paving over it. It is time to see southern Indiana with new eyes, not with the outdated eyes of the 1930s where my home state is exalted as crossroads. ` It is time for a new relationship with the landscape of Indiana (place of the Indian). Let's put engineers, landscape architects, and ecologists back in the conference room and come up with a future oriented plan, a plan that honors place and people and does not negate human values and land ethics.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Raber, Gene

2 - Alternatives

Comment

My wife and I fully support the Mid-States Corridor project. Living in NE Warrick County, we are forced to drive west for more than 25 miles to access I-69, then we travel north to Indy. This is counterproductive and inefficient.

An alternative is to use the current US 231 North from I-64. Traffic (regular and ag- related) and driving through the cities of Huntingburg and Jasper make this route frustrating and lengthy in regard to time/pace.

Heading east on I -64 to I-265 then I-65N is another option, but traffic on I-65 is heavy, and there is perennial construction from I-265 north to Indy.

The current 4-lane US 231 from the Natcher Bridge to I-64 should be extended to better serve the residents of SW Indiana.

Two-lane US 231 is a busy thoroughfare. Layering the Mid-States Corridor onto what would then be "US 231" would make safer and less-congested travel possible for people in our entire region.

Response

Fehribach, Dean

2 - Alternatives

Comment

While I must admit that I haven't read through the full report, I just want to comment that INDOT must put overpasses at any intersection with a state highway, including SR-64, SR-162, SR-164, SR-56, SR-58, and US-50. All of these highways receive a lot of work, pleasure, and tourist traffic. To utilize any other intersection would be against the need for unimpeded morning and evening commutes, pleasure, ease-of-use, and SAFETY.

Remember that the original plan for US-231 in Spencer County did not have an overpass at SR-162? Public outcry about safety near the high school turned out to be prescient. Don't make the same mistake with the mid-states corridor as done at SR-70 at Chrisney and Dale intersections SR-62 (Washington St) and SR-68. Do it right the first time.

Response

Mid-States Tier 1 DEIS Comment

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Leuken, Ralph

2 - Alternatives

Comment

My preferred option is improve existing US 231 with no new parallel highway.

Response

Mathies, George

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

The Amish are a silent party in this. Their religion keeps them from speaking out. . This highway would split many farms. Crossing it with horses and equipment would be dangerous. They do a lot of business in Loogootee. (Selling corn, soybeans and grocery shopping)

Response

Vernier, Richard

2 – Alternatives

3.3 – Social Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

Comment

In my earlier (March 25, 2022) comment, sent to Governor Holcomb, I stated my reasons for opposing proposed routes O and M, largely due to unavoidable impacts to karst geography, forests, and local communities. I noted that in my opinion the mitigation for the construction of I-69 had been inadequate and cited as one example a paper published in PLOS ONE, March 10, 2021 - Insectivorous bats are less active near freeways and that I didn't expect mitigation for the proposed routes O and M to be any better. Now route P has been selected as the preferred alternative and, while less impactful to my issues of concern, this route will still have significant impacts to families and farms. In an article published in the Evansville Courier & Press today, 5/22/22, the mayor of Jasper, a proponent of the Mid-States Corridor states that his main interest in the project is in having a bypass around Jasper for US 231 in order to improve safety and alleviate traffic congestion.

I respectfully request that the Mid-States Corridor Project be abandoned in favor of a new project to evaluate upgrading US 231 using existing right of way as much as possible and including creating a US 231 limited access bypass around Jasper.

Response

McKee, Whitney

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I truly believe there's no reason for this road. I think the existing 231 can be revamped and fulfill what you want to do with the new road. I69 was just built and has had little to no impact in our area (Davies County). We do not need another road between 231 and I69. If you travel on I69 from Washington to the crane exit there is very little traffic. Therefore I do not see that building a new road is even needed. If the concern is traffic congestion in Jasper or even Loggotee maybe the best option would be build a bypass around Jasper. Please do not ruin our farms and all the beautiful wildlife. We the people that live in these small towns and in the country want to keep it the way it is. A lot of these farms have been in families for 100+ years and we are sick over this. If this road was a necessity I would be a lot more at ease with giving up my house and land for it. Wanting to take away so many homes to save 5 minutes is absolutely sickening. We have plenty of roads running in the same direction and it's not necessary. Please take all of these thoughts and concerns into consideration.

Response

Graber, Leslie

3.4 – Economic Impacts

3.8 – Title VI/EJ

3.24 – Agricultural Impacts

Comment

I feel like this proposed road is a gross negligent use of taxpayer dollars. By diverting traffic around Loogootee, it will destroy the local economy of our small town. The small business owners of Loogootee struggle enough as it is. There will be no more travelers just stopping to enjoy a meal at the local restaurants or browsing the local shops.

Also, there is a large number of Amish that use Loogootee as their main source for grocers, doctor visits, banking, hardware, and a weekly Sunday evening visit to the Dairy Queen.

Along with goods and services provided to the Amish community Premier Ag Companies owns and operates a grain buying facility on the west side of Loogootee that will be cut off to from their Amish costumers, whom I've been told delivered approximately 100,000 bu of grain there last fall. Most of which was delivered by gravity wagons that hold from 100-150 bu of grain, that are normally pulled with a small tractor.

No in their right mind wants this road around Loogootee.

The state has already allocated funds for upgrades to 231 it would be ridiculous to have 2 state roads within eyesight of one another and crossing each other's path at times.

I will concede that there is a need for a bypass around Jasper because of the congestion that they deal with there but once you move north of the east fork White River the need no longer exist.

The 231 highway needs to stay on its original course thru Loogootee

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Baker, Jay

2 - Alternatives

Comment

I'm sending this email in support of the Mid-States Corridor. I feel this project is important in order to sustain the long term economic viability of the county. Having travelled the 231 corridor, I have personal concerns over the safety of travelling that route as well.

There are numerous large employers in the county that would benefit from the improved transportation route. Without a better option to move inventory, we run the chance of these employers re-locating to areas that serve as a better hub for their distribution. With the cost of fuel, it is imperative for these companies to gain safer, more direct access to their end destinations.

It is very important to look at the long term benefits of the corridor. Having an office that overlooks 231 in Jasper, the amount of truck traffic currently on this roadway is staggering. It further supports the need to look at this as an improvement for the long term economic benefit of not only Dubois County, but the region as a whole.

Thank you for your consideration.

Response

Hulsbeck, Connie

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am writing to voice my extreme opposition to the mid-states corridor build.

I realize that having few resources, such as the power and money held by people like Mike Braun, doesn't afford me a major influence in the decision making.

I am merely one of the many homeowners they plan to uproot.

I am a single mother with a disabled son, who has worked many years(mostly two jobs), to have a home and something to call my own. I take pride in maintaining my home and appreciate the value of a peaceful and beautiful country place.

I am also very lucky to live here, because of the strong bond formed with neighbors, who always lend a hand to help each other. Whether it's plowing my driveway in the winter or fixing my lawn mower in the summer, they are there for me. This isn't just another place to live.

You should see (190 N.). See our neighborhood. I don't think you would want it destroyed.

The connectivity it promises, is said to shave 5 minutes off travel time.

So much destruction of farms, homes, and your constituents lives just to save 5 minutes.

Please do the right thing and just improve Highway 231.

Thank you for time and attention.

Response

Pierce, Heather

2 – Alternatives

3.5 – Relocation Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to respectfully ask that you reject the pending Mid-States Corridor plan for southern Indiana. This road is unnecessary, destructive, and costly.

The current plan could cost over \$1 billion, and we need to make better choices with our taxpayer dollars. As an example- I personally drive on new parts of I-69 daily. And while it's beneficial to me as a quicker route, there is no traffic on this huge, expensive road. It is unfortunately obvious by the very few number of cars that I-69 was also very unnecessary, at great cost to taxpayers.

It is much more critical to make our existing roads and bridges safer and more efficient, and expand access to alternatives such as pedestrian/bicycle lanes and trails, rural transit, and intercity bus and rail services. At the most basic level - let's talk about Hwy 56 from Ireland to Otwell, or the seven potholes in front of Jasper Pet Clinic that make you feel like you're in a road rally trying to dodge them all. This development is favored by people like Senator Mike Braun, who owns a business here and seeks to route his trucks differently to save five miles of gas. Savings for his business without considering his constituents.

My greatest personal concern is the environmental and community impact of this road. This plan destroys 1832 acres of farmland, 923 acres of FORESTS, 149 homes/farms/businesses, and 11 miles of streams. Is a FIVE MINUTE improvement (on a 143 mile trip to Indianapolis) really worth all that? By the time this road is completed, technology will have advanced even further; We need to spend our time and resources figuring out ways to use technology to improve the trucking industry, not just add more roads.

I am strongly opposed to this plan, and feel it is our duty to continue to speak out against it. My children will not choose to come back here after college, if we take away all that is good about our rural community.

Response

Kennedy, Janet

2 – Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am against Rte P just as I am against all the other routes for the Midstates Corridor. Ecologically, I understand that Rte P is preferable but NO highway is needed. This is the wasteful construction of a nearly \$1 billion new terrain highway parallel to a section of U.S. 231, which the state is already spending \$75 million to upgrade to accommodate more traffic! Not logical or practical in any way!

As well, this new highway will destroy many homes, a square mile of forest including a nature preserve, more than a thousand acres of farms, and hundreds of acres of wetlands, and be a deathtrap for countless wild animals that will now have to cross two high-speed roads in close proximity to move through the area.

Please do not build another new terrain highway through Southern Indiana. Upgrade 231 and keep our other state roads in good repair. This is obviously the wisest choice and the best way to govern. Stop boondoggle spending.

Response

Neukam, Kurt

2 – Alternatives

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am a lifelong resident of Indiana, and it causes me great concern about the idea of the formation of the Mid-States corridor project and the various path plans being presented. The impending and unnecessary destruction of Indiana's beautiful natural lands and farmlands should not happen. We are a state that takes pride in the open fields and vast pieces of land that allow nature to bloom and flourish, and the possibility of these miles of land being ravished by human destruction and following construction is extremely upsetting and down-right unnecessary.

Instead of bringing more destruction to our beautiful state by creating more tarmac-covered roads, take our hard-earned tax dollars to maintain and expand already existing roads. Focus on transportation improvements that make existing roads and bridges safer and more efficient and expanding access to all alternatives such as pedestrian/bicycle lanes and trails, rural transit options, and intercity bus and train services. The long-time residents may agree with me in that we would rather take a few feet away from our front yards to allow for expansions necessary versus allowing a huge new roadway to pummel through our well-preserved farmland, empty residential lots, and various other types of land.

We need to be heard, and not ignored. We don't want more, we want better. We want beautiful Indiana, to stay as beautiful as we all remember it to be and continue to uphold it as. Please, hear us when we say we don't want the Mid-States Corridor. The yard signs against the corridor have remained in the yards of various neighbors of mine for YEARS now, we still don't support it, and will continue to voice our concerns until we are heard.

Use our money to improve, not create more problems and destruction. I promise we'll manage, just like the decades before when we had even less to get around with.

Thank you so much for your time, and please do keep this in mind as you progress with the future of the Mid-States Corridor project.

Response

Tarallo, Mary

2 – Alternatives

Comment

We demand an end to the kind of wasteful and mindless thinking that is pushing this highway to promote trucking interests over the public interest.

We support the "no build alternative," which calls for no new terrain to be built.

Response

Taylor, No First Name

2 – Alternatives

Comment

I'm providing this message to vehemently object any option that creates a mid-states corridor highway in southern Indiana. The benefits of any project narrowly outweigh the costs. Many roads in Indiana are in need of repair and adding an additional highway would be nothing more than irresponsible. The proposed plan adds little to no economic benefit to a county that would be majorly impacted. Funding for an additional highway would be much better suited supporting teachers and the education system of Indiana.

Response

Vonderheide, Stacy

2 – Alternatives

3.5 – Relocation Impacts

Comment

Please stop the midstate corridor. I understand having a bypass for the cities but why all of this for a quicker route by 2-4 minutes. This makes no sense. You are also taking people's houses and land.

Response

Mid-States Tier 1 DEIS Comment

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Carrico, Nathan

2 – Alternatives

Comment

We Hoosiers are not supportive of this unneeded highway. Stop with the power grab and wasting taxpayer money. MIDSTATE CORRIDOR needs to go away. There are plenty of other routes available with reasonable access!

Response

Ball, Bob

2 – Alternatives

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am a 50-yr resident of southern Indiana, and familiar with the route of US Highway 231 from I64 to Indiana Highway 46 at Spencer. Both as an employee of the Indiana Dept. of Natural Resources and as a private citizen, I have traversed US 231 through Huntingburg, Jasper and Loogootee multiple times. The route does require time and patience to drive through Huntingburg and Jasper in particular, I admit. However, it seems like a waste to build a new 54-mile highway for upwards to \$1 billion (and judging on the cost estimates for the southern leg of I69, compared to what has been spent so far, the actual cost of this new Midstates Highway will far exceed the estimate of \$1 billion at tops). Why not just build a bypass around Jasper and Huntingburg plus perhaps some basic improvements elsewhere on US 231?

I think that the politicians who are intent on getting approval for the Midstates Highway have a very poor understanding of climate change. Climate change is the greatest problem that we face. This new highway will worsen climate change because the energy burned in its construction will be extensive, and in addition, a lot of forest and farm acreage will be converted into miles of highway. We don't need the highway. Twenty-five years from now our children will look back on its construction (assuming it is constructed) and wonder about the lack of vision of its proponents.

I am a biologist (retired), and I've seen the effects of climate change that have already affected our environment. When I first move to Indiana in 1972, ice fishing was a popular mid-winter sport in southern Indiana. Now, that sport is only a memory in southern Indiana, and to an increasing degree throughout the state. Fishing in summer is also affected, as the lakes and streams get hotter and hotter, reducing the quality and size of game fish (larger individuals of many game fishes, including smallmouth and largemouth bass, require cooler waters than young ones, and the cool water sanctuaries they need are impacted by the hotter summers we now experience).

Response

Bishop, Zane

2 - Alternatives

Comment

\$72 million to only theoretically cut a few minutes in travel time? All this coming from a fiscally-conservative and pro-property rights state? If you have money to blow, build trails or add buses along existing routes. --

Response

Breitwieser, Kevin

3.3 – Social Impacts

7 – Comments, Coordination and Public Involvement

Comment

Nobody wants this on or near their property. You're destroying the nice clean quiet towns around here ,it's the Public Officials that want this and all on the taxpayers to end up paying in the end ,whatever happened to listening to the people

Response

Hamilton, Abby

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

It is absolutely insane to me that a person or board with any form of intelligence would be A-OK with this proposed new road. There is only so much farmland in our country let alone little Indiana. Making any sort of new and UNNECESSARY disruption to our already damaged environment in this modern day is primitive and backwards thinking.

We have an existing road that can be upgraded with the funds that were used to create this board and program team instead of the wasteful use of the money Indiana taxpayers have broke their backs to earn.

There are SO many FAMILY heirloom farms and homesteads that are the root of many of our rural communities that will be ripped to shreds for NO GOOD REASON.

FIX THE ROADS WE HAVE

DON'T CREATE UNNECESSARY DAMAGE TO OUR ENVIRONMENT

SAVE FAMILY FARMS

BE INNOVATIVE IN IDEAS, NOT BACKWARDS

Response

Hochgesang, Matt

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

This "upgrade" is not needed , nor wanted by the majority. It is obvious from the signs, comments, meetings, etc. The state won't take reasonable care of the existing highways in the area, and now they want more? Give me a break. This is being pushed by a few big names that stand to shave their trucking costs at the expense of taxpayers everywhere. Greed!

This project will ruin southern Indiana's beautiful country side and will rip farms and homes from those who have lived and worked here for generations. You can't just take people's homes away and throw them a little money and expect it to be ok. Many people including myself and my family have chosen to build a house in the area due to the close proximity to the area stores, restaurants, etc. but yet we are surrounded by nature, farm ground, and peace and quiet. After a hard day at work, it's a great place to unwind, and now the greed of a few want to take that away and throw a few dollars at us? You can out a price on bricks and sticks, but not a home. If someone offered me 10 X my homes value the answer would be no.

I also serve the community on the local fire dept in Haysville. How will emergency response to this new road be handled? We barely have the manpower and funds to keep our doors open as it is.

What will be done to local roadways, such as 400 N and Kellerville road in Dubois county? Will my 10 min drive to work be turned into a 30 minute commute? Some of the local roads flood at times and you have to take a different route, but if any of the roads get cut off it will be a very long way to go around. None of the details have been explained.

As many people in the area have expresses time and time again, SHUT IT DOWN! It is not wanted!

Response

Givens, Cortney

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

Please do not tear down more of Southern Indiana's forests and wildlife habitats for the sake of pouring more concrete. Please stop.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Harris, James

2 - Alternatives

Comment

I think the MSC is a fantastic idea. I am truly excited about the possibility of having an interstate going through Dubois County. I think it can only do good in attracting more residents to the area. We are in dire need for travel optimization, and this is the resolution.

Response

Sunderman, Bob

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

With all respect, my neighbors, friends and family are against the Mid States Corridor. With Governor Holcomb already funding improvements to existing HWY 231, we feel that this will improve traffic and safety as well as save travel time. With our aging roads and infrastructure, we feel that the State of Indiana should maintain and take care of our existing roads. Please do not destroy farmland, forest and homes for a not needed road. Thanks for allowing us to comment.

Response

Gehlhausen, Tom and Ruth

3.17 – Floodplain Impacts

Comment

We are on the east side of the corridor about 1 mile from the county garage. Our house is close to a floodplain and our lane does go under water at times. The Schnellville Rd also goes under water by our lane. We are concerned that any additional flood water would put our house in danger also.

Thank you for your consideration. I stopped by your office today and put my email address on your list so I will keep up on the project.

Response

Heninger, Jay

2 - Alternatives

Comment

I am sure it has been asked many times. I would like to know what considerations were taken into account to upgrading existing state facilities, such as U.S. 231 and reasons why this upgrade is not the option rather than creating new infrastructure on terrain currently on private properties.

Response

Bell, Jamie

7 – Comments, Coordination and Public Involvement

Comment

Who are the people who want this? Names are needed and a count, because I would guess the number of people who don't want this project far outweighs the folks who do. Why not put it on the ballot come November???

Who decided this was necessary??

Response

Summers, Benjamin

2 – Alternatives

3.5 – Relocation Impacts

Comment

My name is Benjamin E. Summers. Address 12862 E 350 N Loogootee, IN 47553. I live in the area of the proposed route that shows that I could lose my house. I am a retired senior and this would be a devastating loss for me. My input is that it would be in everyone's best interest to build the Huntingburg and Jasper bypass, then upgrade the existing 231 north of the White River to hwy 69 north of Crane, which would achieve project goals and minimize loss of homes and farmland.

Response

Cummins, Clint

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impact

Comment

The mid state corridor is a colossal waste of money. It saves minutes to a trip to Indy at what cost to the local communities. Business's will lose money due to the highway bypassing towns along the way, people will lose homes and farms to make way for it. I don't see to much of any positives. Maintain the roads we have with that money because as many front end alignments as I have to get due to the horrendous pot holes I hit it appears there is no money to fix them.

Response

Schnaus, Ken (Spring Valley Bank and Trust)

2 - Alternatives

Comment

In my lifetime I have seen what not having good quality roads does to a community. Examples I have seen are Washington Indiana and Tell City Indiana. Both of these communities were thriving growing communities until employers left there because they could not get their product to market efficiently. Washington lost a rail road car manufacture and many supporting business. When the rail car business left many of the supporting businesses left with them. Washington started to shrink losing many jobs. They only recently began to again thrive and grow. I'm sure having I 69 pass near this town has been a big factor in this phoenix, In Tell City it was wood furniture manufacturing. After several of these businesses closed the town began to also shrink, they have still not totally recovered. They have added a couple of new businesses however I'm sure it is not a by chance several of these are near the current four lane U S 231, a couple of miles to the west.

When a number of our employers are willing to invest their own money in studies to help plan this road that tells me they need this road. Failure on our part to help them will most likely turn Jasper and Dubois County as a whole into the next Washington and/or Tell City. Major improvements to our connection to I 69 may not be liked by some however in my humble opinion it is necessary to the economic livelihood of our City and County. It would be a disastrous mistake to not move forward with this corridor.

Response

Gutgsell, David

2 – Alternatives

3.4 – Economic Impacts

Comment

I would like to state that I am in support of the development of the Mid-States corridor project. There is a small group of citizens that are trying to derail this project and would like for you to help them. We have never had a better opportunity to grow this area of the state than we have today. Please don't fall for their reasoning. Dubois County is one of the most prosperous & family oriented county in the state of Indiana. As you know we have a ton of local built industries and a good workforce. Our hardworking forefathers built this area into a beautiful community. Don't let a few naysayers destroy this industrious community. They are 100% right in saying we really don't need this project today. This road isn't being built for today but for tomorrow. Dwight D Eisenhower started the interstate hi-way system back in the late 1950's. Did America need that system in the 1950's? Of course not! Did Indianapolis need Interstate 465 when it was built? Of course not! Would Indianapolis be the city it is without the Interstate system? Of course not! There are always sacrifices that have to be made for the benefit of all. Will it benefit some way more than others? Of course! Please don't let a few people force our industrious leaders to look elsewhere for more suitable areas to operate their businesses. If they do, retail & service establishments will follow. We will become a spot in the old road with decaying real estate. Please help us with this project!

Response

Dyal, David

2 – Alternatives

4 – Section 4(f) Impacts

Comment

While deciding the fate of northern Daviess County I would like to propose alternatives since we already gave more than enough to I-69. Why does the route skirt West Boggs lake to the east then jump across existing 231 in Bramble taking farm ground and homes? When it comes up the hill from Boggs it is within a 1/4 to 1/2 mile from the southwestern point of Crane base fence. Would it not be less disruptive and a smaller footprint to:

A. Petition the federal government for a right of way on the edge of base property

B. To skirt the base fence and property disturbing few homes and having a good barrier on the east of the highway.

Either way it would come out between crane gate and 231 and could join the existing stretch to 231/69 intersection.

This would be less disruptive to the area, the fence already exist, cheaper to do with less homes displaced and could be in partnership with crane who is a proponent for this.

And if you would like to say the federal government would not give up a few hundred feet of property or hear your proposal that is where we are to, the people have no say in this and that is not right.

Another is just bypass cities if necessary and add passing lanes to the existing as was done in Knox County to 67.

The people of northern Daviess County do not want this but if must come we do not accept this large butchering footprint you have proposed.

Response

Vogler, Kathy

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I just think it's sad that my husband's family farm is going to be destroyed. It's been around for a long time and it's all for a road that is not needed!! Many of our relatives homes may be destroyed!! HOW SAD IS THAT!! Concerned landowners!!

Response

Durcholz, Marisa

3.9 – Air Quality Impacts

Comment

Good Morning, How does the project office plan to abide by the Biden-Harris permitting action plan and be good stewards of Infrastructure funds? Link provided below.

It says “Critically, the modernization of America’s infrastructure must deliver benefits to all communities and avoid the mistakes of the past. Too often, infrastructure investments have resulted in highways being built through vulnerable communities, climate change and other pollution risks being ignored, irreparable damage to natural resources discounted, and disproportionate and negative impacts on low-income neighborhoods, rural places, communities of color, and Tribal land.”

<https://www.whitehouse.gov/wp-content/uploads/2022/05/Biden-Harris-Permitting-Action-Plan.pdf>

It also says “ Establishing clear and consistent standards for assessing climate change impacts of projects. CEQ will update its guidance on consideration of GHG emissions and climate change under NEPA to ensure that agencies fully consider the climate effects of their decisions. Where consistent with applicable law, agencies will make investments and permitting decisions that will reduce GHG emissions and align with relevant climate change goals. Agencies should develop consistent agency specific guidance and identify tools and other assistance that they can provide to help project sponsors and stakeholders assess the climate change effects of projects.”

How does the project take into account climate change goals? I don’t remember reading anything about climate change in the DEIS. Of course it’s a large document, and I haven’t made it all the way through just yet.

Response

Durcholz, Marisa

3.5 – Relocation Impacts

Comment

Good Evening, I sent questions below on 5/3 and 5/7. Emails I sent after below email have already received a response when I copied multiple people so I am sending this one again.

I would appreciate an answer to these questions as it is very important. What agency will have authority for eminent domain in this project and what statute, law, or regulation will be followed? Is it the Highway Administration, the Regional Development Authority, or both? Please provide references and/or links to the law.

Also, if you could please provide information on the process that would be followed should homeowners be impacted.

How will they be notified their home is in the ROW and what is the timeframe and process after notification? What legal procedures or laws are followed?

How does the RDA come into play with the acquisition of property? The Indiana statute for RDA gives them this authority, so they will be involved somehow. Is the federal Highway administration also involved in the acquisition of property? If so, where is the statute that links the Federal Highway Admin with a local RDA?

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Fuhs, Dan

2 - Alternatives

Comment

I am opposed to any route the mistates corridor wants to use. Useless waste of money that could be used on our existing roads. It's going to leave many families without a home and destroy our southern Indiana beauty. NO NEW ROADS IN SOUTHERN INDIANA.

Response

Reutman, Ann

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

Also, every public official, local business person, local businesses, etc. who supports this project have lost all common sense. I cannot fathom anyone with common sense thinking this is good for Dubois County. Where do you expect the people losing the homes to this project to move the with housing shortage already in the area, let alone there is no ground available to build new houses. This will not bring new business to Jasper/Huntingburg. The small businesses will close because of loss of out of town traffic going past their businesses.

Response

Schnell, Kenneth

2 - Alternatives

Comment

Use the money to repair the roads we already have.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Kellams, Brian

2 - Alternatives

Comment

I write in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route, as well as any route proposed.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Wagner, Cathy

2 - Alternatives

Comment

Improve the roads we have. This is such a waste of money.

Response

Hopf, Kathy

2 - Alternatives

Comment

Fix the roads we already have.

Response

Dauby, Janet

2 – Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

Comment

I am writing to encourage this project to completion thru Huntingburg and Jasper. It is very important to Indiana in many ways.

I am sympathetic for the landowners who will be inconvenienced and loose actual property. But is it really fair to all the other landowners that have already sacrificed land to achieve the existing completed work? No, it certainly is not.

I write this from north Spencer County and I speak for myself and numerous others, I will go just about anywhere else to avoid Hwy 231 thru Huntingburg or Jasper! It is not only time consuming but with the large truck traffic dangerous as you cannot pass or for that matter see traffic signals while behind the large trucks. Jasper wants to boast of all the new businesses they propose to open, some of which would appeal to me, however when I consider the drive/traffic I just say no thanks. It is easier to go to Evansville or Owensboro where actual extra lanes have been added, city bi-pass have been built. Honestly anywhere I want to do business or others for that matter will get off the bi-pass and happily support businesses. While Spencer Co may not have the population of Dubois Co they need consider all the revenue going to Corydon, Evansville, and out of state to Kentucky!! We can be in Owensboro in less time than to Jasper. Couple that with the ease of the drive on new Hwy 231 and city bi-pass ease (and we won't even talk about the totally ludicrous time change situation to be dealt with Dubois Co.) it is no question where we do business. The road situation has progressively gotten worse with the growing population in Jasper so they need to realize area counties are not at the mercy of their businesses with the availability of better roads to other areas for business, pleasure and medical care along with e-commerce.

Again, I sympathize with the land owners but it would be completely unfair to all the others who have helped Indiana progress by allowing the new road to be built.

Thanks for allowing Spencer County to have a voice.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Carrico, Nathan

2 – Alternatives

Comment

Us Hoosiers are not supportive of this unneeded highway. Stop with the power grip and wasting taxpayer money. MIDSTATE CORRIDOR needs to go away.

Response

Durcholz, Marisa

3.5 – Relocation Impacts

Comment

There has been a lot of confusion on the timeline and process to complete this first EIS as well as the Tier 2 studies. Can you please provide more detail?

Also if you could please provide information on the process that would be followed should homeowners be impacted.

How will they be notified their home is in the ROW and what is the timeframe and process after notification? What legal procedures or laws are followed?

How does the RDA come into play with the acquisition of property? The Indiana statute for RDA gives them this authority, so they will be involved somehow. Is the federal Highway administration also involved in the acquisition of property? If so, where is the statute that links the Federal Highway Admin with a local RDA?

Response

Neukam, Greg & Crystal

0 – Summary

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

When will we know if you are taking our house and farm away? when and how would you notify us? Can you make a map with Peoples addresses on it so it's more clear?

Response

McBride, John

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Spending millions of taxpayers money and ruining people lives they taking their land and farms? All for a road to save 2-5 minutes? You should be ashamed of yourselves. Straight ticket voters who are too stupid to read up on who they should vote for probably put you in office and if you are employed by these politicians then even more shame on you. Stop serving government and doing a disloyalty to the people of the state. Tyrants, all of you. I say no to this road.

Response

Kuchtaz, Nathan

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

We and all Indiana Hoosiers do not want the hwy being placed. We will fight until the end and we will win. Put the money towards teachers teaching our kids or rebuild schools. Give our kids better meals for lunch. Do something better with the money instead of saving us a extra 2 minute drive. Like I said we will all fight until the end of this poor decision to create a useless hwy that'll ruin our farms, our homes and our living.

Response

Ostoll, No First Name

2 - Alternatives

Comment

Ridiculous. Let those big businesses build a bypass around Jasper.

Response

Kern, Dave

2 - Alternative

Comment

You say you're going to make improvements on 231. Why do you have to build another new road?? You can't or don't take care of the roads you have now. Just make some improvements on 231. Widen it some places. Straighten it some places. Make some passing lanes on some hills. Want to bypass Huntingburg and Jasper. Ok. Why don't you bypass on the west side of Huntingburg. That's where the factories are. Why go on the east side?? All the trucks have to go through town and wait on trains. Main reason you're not going on west side of Huntingburg is because Mr. Menke owns ground there. He don't want road taking his ground. Instead you always take away from farmers trying to make a living. It's all about helping the rich people and screwing the poor people. I'm sure this won't make any difference. Because your minds made up. You probably won't even read it. You certainly won't respond to it. You have these public hearings because you have to. You don't listen to anyone. Oh yeah maybe the hand full of rich people.

Response

Krinninger, Kenny

2 – Alternative

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.23 – Karst Impacts

3.25 – Ecosystem Impacts

Comment

Good lord, is there ANYWHERE that you DON'T think a new road or highway should be built? Southern Indiana has very, very little expanses of unbroken lands left. We do NOT need to carve through ANOTHER area to shorten a few minutes! Does it occur to any of you that people live in those areas to NOT have a highway cut through their field? If you must destroy and desecrate the area, and all its wildlife and clean water. then use the EXISTING roads and make them four lanes!!!!!! We did not need I-69 to run parallel to existing roads, destroying cave systems, wildlife, clean water and ruining many, many lives!!! ENOUGH!!!!!!!!!!

Response

Evans, Linda

2 – Alternative

3.3 – Social Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I AM TOTALLY AGAINST ANY ROUTE. NEW HIGHWAY, OR EXPANSION !!!!! WHY DOES THE STATE HAVE TO TOTALLY DESTROY THIS STATES COMMUNITIES, FARMS, WETLANDS, FORESTS !!!!!!!????????? SO WE CAN GET TO POINT "A" AND "B" A FEW MINUTES EARLIER !!!!!

I SAY NO !!!!!!!!!!!!!!!!!!!!!!!

Response

Chambers, Linda

2 – Alternative

Comment

We do not need this new road...find a way to improve what we have.

Response

Freyberger, Miranda

2 – Alternative

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Hello my name is Miranda Freyberger. I live in the small town of Haysville, Indiana. I work in the town of Huntingburg at a long time family-owned custom furniture company called OFS. I wanted to give my two cents in this corridor deal:

I for one think it is desperately needed for commute for people who actually leave the comfort of their county and homes and for those who commute farther distances for work. Even the semis with all these furniture factories and such located in Dubois County and surrounding counties would benefit and likely be so thankful and grateful to not have to deal with so many stop lights, traffic and people who don't know how to drive (haha). A new bypass to avoid all these congested little towns would be amazingly beneficial for so so many. And could eventually attract more touristy type for those smaller towns with little attractions or a town like Jasper that just wants to build up but not expand in the right ways it needs too. I think this a good way for the taxpayers to put their money toward something helpful, useful, and a blessing in the end. I know with. this ordeal you will have all types of people for it and those against it. Homes, businesses and family farms are important but all can be rebuilt with payoff I would surely assume.

Thank you for taking the time to read my message.

Sincerely,

A local girl who likes to get out and see the country from time to time.

Response

Gutgsell, David

2 – Alternative

Comment

I would like to state that I support which ever corridor is recommend for this project to move forward. It is imperative that this portion of the State of Indiana receive the best roads possibly available to continue growing a robust commercial, industrial and recreational economy. If we fail we will lose everything that our forefathers spent years upon years developing. We need foresight to compete, not stagnation as some suggest. We are either moving or we are moving backward, there is no in between.

Response

Calahan, Erin

2 – Alternatives

Comment

Instead of putting that money into a new road and destroying alot of land couldn't we invest it into rail transport?

We have the means to do this and it would be less intrusive and cost less in the long run.

Especially when you consider repaving and winter maintenance.

Please let me know your thoughts on this.

Response

Vonderheide, Stacy

2 – Alternatives

3.5 - Relocations

Comment

Please stop this. I understand having a bypass for the cities but why all of this for a quicker route by 2-4 minutes. This makes no sense. You are also taking people's houses and land.

Response

Hartwick, Brad

3.4 – Economic Impacts

Comment

I am writing in regards to the Mid-States Corridor.

This road has been advertised to the public as an opportunity to draw additional jobs to the area.

Several great examples of that not being the case is that of I69 –Evansville to Bloomington, Hwy 231-Rockport to Dale, and Hwy 37 – St Croix to Eckerty. None of these roads has produced any growth to those areas. There has not even been a Truck Stop/Gas Station built on I69.

There has been an impact study done for the directly affected area, however the adjacent land/residences that will be affected appear to be left out of the estimate. How will the property values be affected by a road that will be placed within 300 ft of what is now a rural home?

There has been nothing said on how the existing businesses in Huntingburg, Jasper, and Loogootee will be financially affected. If there is traffic that is re-routed, it will be detrimental to those local owners.

In final, it is imperative that we study not only the benefits, but also the detriment that is not obvious, such as loss of property values, and lost revenue.

Response

Anonymous

2 - Alternatives

Comment

In general, "stupid people more often than not make stupid decisions"INDOT is a prime example of this; As a recent and ongoing example, all a person needs to do is look at the total incompetence regarding the I69 Project between Evansville and Indianapolis....a sad situation indeed to which this "Mid-States Corridor" project, if approved, will be yet another example of "stupidity" by the so-called "higher-ups"

I.M.O. of course.

Response

Kane, Brandy

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing in regards to the mid-states corridor project. I am asking that you put an end to this project. I am a resident of Huntingburg, IN, I have lived and worked in the area my whole life. I have several family members who live in Indianapolis so we make the trip several times a year. I would love to make the trip more quickly, but I simply can't find a way to justify the destruction this project would cause to save a few minutes from the trip. While I appreciate the people who have looked into this and dedicated so much time and resources to trying to find a better way, I believe that what they have found is that the majority of people do not want this project to proceed, the time savings is negligible, and that the current roads desperately need repair. Our resources would be better utilized by repairing our current roads and leaving our Hoosier farms, forests, and homes intact.

Response

Burke, Kevin & Shelly

2 – Alternatives

Comment

Please accept this letter from Kevin and Shelley Burke citizens of Santa Claus, Indiana in support for the proposed development and construction of the Mid-States Corridor Project and its preferred route as outlined in the Draft Environmental Impact Statement.

Spencer County, Indiana would experience more growth to area with the addition of this new road as:

- More convenience to travel to northern cities, such as Indianapolis, Bloomington, and other communities along the established route plus the ability to travel down to Southern Indiana to our treasures such as Holiday World, Lincoln National and State Parks, the Lincoln Amphitheatre, and other points of interest along the route.
- Less time and expenses in avoiding the traffic congestions of the present communities of Huntingburg, Ferdinand, Jasper, and Loogootee.
- A safer environment to travel on.
- Better opportunities for communities to sustain growth to the interest structure of businesses and real estate developments.
- More links to other roads in a shorter amount of time and less mileage such as Kentucky cities of Owensboro, Bowling Green and Nashville, Tennessee.

We recognize and sympathize with the people who will be negatively and directly impacted by the proposed route, but my wife and I urge your adoption of this new route to allow the development of this Corridor as soon as possible.

Response

Mehringer, Sam

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

My name is Sam Mehringer, and my house, forest land, and business is located in the center of the preferred route of the Corridor Road. I am totally against this proposed road for the following reasons. I own approx. 20 ac of forestland, gardens, orchards, retirement home, and buildings used for business.

The proposed road will split my property in half leaving my east part landlocked and on the other side a small acreage which cannot be developed.

It will be impossible for INDOT to find a comparable location and structures to meet my needs. My forest acreage is now enrolled in the IDNR Forest Classification Program which meets certain management criteria. INDOT will force me to withdraw from the program costing me dollars which INDOT will be charged. My property is also in the American Tree Farm System which need to be withdrawn. My business will not be easy to relocate for several reasons.

My biggest objection would be the removal of my dream retirement home from which I watch daily are deer ,turkeys ,squirrels, foxes, bobcats, and many other birds and animals. I will fight vigorously to retain the right to keep my property!

It seems incredibly insane and stupid to build a road which costs MILLIONS and runs parallel to an existing federal highway just because 3 businessmen and one State Senator order INDOT to bend to their wishes!

Response

Biehl, Shirley

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

I am totally against the corridor. Why? Because it is taking my business and home from me. My business is small but it is good for many people. I also do much charity work and that helps many many people. I don't want to start a new business somewhere else. I want to stay just where I am. I see the traffic on the road every day and there is still plenty of room for people to still use the highway. I see what the road did to the town of Dale and I don't want to see that happen to Huntingburg and Jasper.

Please think of what you are doing to the people here.

Shirley Biehl Shirley's Sewing Stuff and G & S Mobile Home Service

There isn't any more mobile home or travel trailer business s around here and it is needed very bad.

Response

Howard, Ann Marie

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

After reading the article by Kathy Tretter in the Ferdinand News about the public hearing concerning Tier 1 Mid-States Corridor I feel compelled to respond. The speakers had many objections which seem very real:

1. People will lose their property
2. Dubois County Farm Bureau members had a long list of harms the project will cause
3. Families will lose their homes - one mentioned an elderly person
4. The real concern about the school buses going across a four-lane highway

Improvements can be made to existing highways.

I say, No Build!

Response

Strange, Mark

2 – Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I want to share my opinion for you to withdraw the plan for the new-terrain Mid-States highway on any route and to reevaluate the best approach to provide true mobility, safe roads and bridges by enhancing and utilizing highway 231 that is already established to save 1000's of acres of forests, wetlands and farmland.

Response

Bledsoe, Polly

2 – Alternatives

Comment

I do not believe there is a need for the new highway. I think improvements to us 231 would be sufficient. A bypass around Jasper and Huntingburg would be warranted but no new highway north of Haysville. Just upgrades to 231. Travelers wanting to go north from Kentucky could use 231 to 64 then to 69 with a reduction in time and very little additional miles.

Response

Grider, Stephen

2 – Alternatives

3.24 – Agricultural Impacts

Comment

This is a very stupid idea. It would drive farmers out of their land and livelihood which would affect necessary food items. All of this to gain a few minutes of travel time.

It would take a long time to accomplish and also lose some main cities. Whoever thought up this idea must be in it gain money for themselves some way.

My wife and I are very against it.

Response

Kortebein, Carol

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am a former resident of Jasper, having moved away to go to college after high school and eventually settling in Lafayette, IN. Because of family members in Jasper, I make occasional trips down there to visit.

The governor's announcement of a \$72 million investment into highway 231 was really good news since it always seemed to be a bottleneck in the trip to and from Jasper. Many years of traveling on 231N to 45 to get to 37 (and continue to Indy, and eventually Lafayette) were very time-consuming because of the numerous no-passing and decreased speed limit zones due to the southern hills.

(A side note is that the recent completion of Interstate 69 from Crane to 37 has been a HUGE improvement in decreasing travel time to southern Indiana.)

In my opinion, to add another highway parallel to 231 is a waste of funds since it has been determined that it would only save 2-5 minutes, with family properties and homesteads and farms being destroyed in the process. The losses far outweigh the gains.

I feel also the proposed highway with "more commerce" would detract from the quiet and quaint hometown atmosphere and reputation for which Jasper is known.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Bolton, Dallas

2 – Alternatives

Comment

This is a highway that is not needed.

Some politicians are trying to force this down our throats! Follow the money. Someone will make a killing.

Response

Kennedy-Nguyen, Kyler

2 – Alternatives

Comment

I am against the new road. It's not bad getting to i69 by crane from Owensboro KY right now. This would be a waste of money. If you want to do something build a bypass around Jasper and straighten up and widen the road through Loogootee to Bloomfield. Stop wasting money. Indiana can't even keep up with the roads it has.

Response

Nielsen, Kate

2 – Alternatives

Comment

There has been no request from Indiana residents for this highway, no study done to indicate that this huge terrain highway is necessary and in fact, as stated by Indiana residents, that there is absolutely no need for it. I am joining the coalition to support Indiana residents near Route P by telling the drivers of this proposal and the governor that Indiana does not want this highway proposal to move forward.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Stewart, Kevin

2 – Alternatives

Comment

This is not needed. Please stop development.

Response

Kirchoff, Stacy

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

There is not enough good to outweigh the bad for this to make sense!

Taking a route almost identical to 231 just to take people's homes and farmlands. No!

Response

Radecki, Allana

2 – Alternatives

3.9 – Air Quality Impacts

Comment

I live in southern Monroe County and have extended family in the Jasper area. My neighbors and myself fought over twenty years to stop the new terrain I69 highway which brought much sadness to residents and destruction of beloved forest ecosystems, all to save just a few minutes of travel in the name of "economic growth."

The proposed Midstates Corridor is another way of hiding profiteers and developers behind the name of "progress". There is no real benefit or need other than lining the pockets of the aforementioned greed mongers. There is hardly enough traffic to justify this new terrain route.

Also, given the state of our planet and the growing need to take measures to mitigate climate change, wouldn't money be better invested in building and improving railroad systems. Why not position yourselves on the vanguard of change for the betterment of future generations instead of causing more harm.

Response

Fish, Kathryn

3.19 – Stream Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I am a Bedford native, live in Bloomington. You are going to bring trash, oily parking lots and disturb beautiful wildlife and forests to save 2 minutes?

Indiana just ranked #1 in Nation for dirtiest rivers that most can't be swum in. We need clean water not another highway.

Response

Nowotarski, Mark

3.19 – Stream Impacts

Comment

First creek bottoms Route P has to cross this Valley within one mile of the I-69 interchange with 231.

Response

Betz, Marilyn

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am writing this in OPPOSITION the Mid States Corridor. This road will destroy valuable farm ground, destroy homes, and the lives of hard working people. We do not need this road. Fix and maintain the existing roads.

Our farm received the Hoosier Homestead Award in April, 2022 and has been in our family for 112 years. At the time we were proud and excited but now we stand to lose a good portion of our farm. We are not the only ones in this situation. So many farmers and people will lose their homes and land. Our land in southern Indiana is so beautiful and peaceful. This corridor will destroy that peace and beauty. Once you destroy farm ground you can never get it back. That unnecessary corridor makes me angry and devastated. Land is valuable and not to be taken for granted.

The elected officials say this road will promote economic growth. Right now our farm and the farms of others have economic growth. We grow crops to make the food people need. Isn't that economic growth? No it's not a retail store, but it's food. Food is something everyone needs. Maybe these officials don't see it in those terms. These farms and land are important. What are these officials and big businessmen giving up for this corridor? Probably nothing!

I worry this road will bring more crime and drugs to our peaceful area. What about our youth and families then?

It's so amazing that a few people have made a decision that affects so many people, their lives, and livelihoods. The ordinary hard working people seem to have gotten lost and disregarded in this MidStates project. That is so frustrating and terrible for people to have to deal with. This select few are making us beg for what is rightly ours in the first place. We all own our own piece of land, farm, or home and have to appeal to keep what is rightly ours. Something is wrong with that. The individuals I have talked to act like they are listening, but seem like they are patronizing me. All I wanted to do was just yell out and tell them how angry this project makes me.

Put an end to this project. My family farm is important to our family and worth fighting for. I am sure any farmer will tell you the same thing. We farmers take pride in our land and homes. Farmers work hard to be good stewards of the land. This road will destroy farms, people, homes, and will have a negative effect on our peaceful and beautiful area.

People that will lose their homes will be displaced and have to start over. Tell me how that is right. This project is asking too much of people. People should matter more than a road that is so unnecessary and unwanted. People and farm ground and livelihood of families is so much more important than going to Indianapolis faster.

WE DO NOT WANT THE MIDSTATES CORRIDOR!!!

Response

Wilhelmi, Carol

2 - Alternatives

3.5 – Relocation Impacts

Comment

I voice my opposition to this road. Residents live here for the quality of life. Those in favor of this road say it will lesson driving time by a minimal amount and increase economic revenue. People and their homes are more important than money and minimal driving time improvement. It appears to only be a waste of time and money that will only benefit a minimal amount of people.

Response

Rayman, Steven

2 – Alternatives

3.7 – Traffic Impacts

Comment

Please, please, please build a road bypassing Huntingburg and Jasper. I run a business here. It takes entirely too much time to get from Huntingburg to North Jasper. Due to the amount of time, it costs me two to three opportunities per day. This equates to approximately \$60. Multiplied by 5, multiplied by 4.3. With the Corridor it will remove unnecessary traffic that otherwise would not travel through or have no need to be here. Respectfully, of course. It would unclog the flow of traffic and reduce travel time.

Response

Pate, Heather

2 – Alternatives

Comment

Quit trying to turn the whole state into an interstate. Saving 5 mins of drive time, is not worth spending the money and taking peoples land.

Take the money and fix the (word deleted) roads we already have! Fix the dangerous intersections. Fix the drainage issues.

If people were worried about how quickly they could get onto an interstate, they wouldn't have bought a house in the country!

Response

Gettelfinger, Cheryl

2 – Alternatives

3.9 – Air Quality Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Lands

Comment

This email is to request that there be no new terrain for the U.S. 231 upgrade. The Hoosier National Forest serves as a filter for the air, soil and water of a large part of Southwest Indiana and ultimately all points inclusive in that watershed. In addition, there is fragile wildlife to protect and fishing, hunting and other recreational activities that would be negatively impacted from the silting, lack of canopy cover and damage to the ecosystem.

Response

Wilhemi, Carol

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I would like to state my opposition to the Midstate corridor project along the 231. It is my understanding that most of the residents of Dubois County do NOT want this road. Saving family farms and homes that are the history and heart of the area is more important than saving trucks 20 minutes of driving. There are plenty of roads already.

Putting another road in such a close proximity to the already existing 231 and other roads seems a waste. It is a change that will NOT improve our way of life, but disturb our beautiful, well cared for area. The residents say, NO.

Response

Winner, Sarah

2 – Alternatives

Comment

Hi. Thanks for asking for feedback. I am all good with your plans and would just like to say I would very much prefer a four lane or expressway over a "super" two lane road. I don't think a two lane is worth the cost and upset to people's lives.

Thanks so much!

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Arvin, Dave

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Good afternoon!!

Quick question as I have approx 30 acres along 231 about 5 miles south of Loogootee. When would the land be purchased from me and how do you determine the value per acre?

Response

Krampe, Sue

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I found very interesting the following excerpt from the Dubois County Free Press article dated February 23, 2022 entitled “Mid-States Corridor route recommendation expected by mid-April” which covered Mr. Schroeder and Mr. Kaiser’s Mid-States Corridor update to the Huntingburg Common Council:

“While pointing out the importance of the improved north to south connection, Kaiser said that state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County — in excess of \$4 billion annually — with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four-lane north to south highway, Kaiser and Schroeder told the council.”

Members of the Mid States Corridor RDA's own committee clearly recognize that the proposed Mid-States Corridor is not necessary for the continued success of the Dubois and Spencer County region. It will only succeed in annihilating successful farms and businesses in Dubois County, and destroying the homes and properties of families who have been working and paying taxes in Dubois County for generations.

Please admit the folly of your misguided efforts and Stop The Mid-States Corridor. Please let the good people of Dubois County live in peace in the beautiful rural countryside that this area is known and loved for.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Survance, Betty

2 - Alternatives

Comment

Why can't you just follow 231n all the way to I69. Add to more lanes on to it and go around the towns.

Response

Vonderheide, Don & Arlene

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This proposed corridor does not serve the majority.... only a few large businesses. Don't let big money do the talking.....listen to the many taxpayer voices and do what is right for the taxpayers.

It is not good business sense to spend billions of taxpayers money to build this corridor and take away thousands of acres of valuable farmland, (Our farmland cannot be replaced!!).

Losing 140+ homes, and small businesses will be hard enough on our local families.

The governor has dedicated \$75 million to upgrade Hwy 231. Use this money and address the pain points of traveling though Huntingburg and Jasper. (And yes there are pain points, but other towns have creatively addressed the congestion--i.e.--Kokomo in Howard County and Carmel in Hamilton County)

I realize that this money does not compare to the amount needed for the proposed route but let's not waste our land and money to save such a small amount of drive time.

If the corridor is completed, next you will hear Jasper and Huntingburg retailers and eateries say they can't make it because they can't get cars off the by-pass to stop and come into town.

Look at Rockport!!! If we take more of our farmland, and must rely on tourism for our livelihood, we better have some fantastic PR firms to get people to stop.

Stop the mid-state corridor

Response

Hammel, Kirby

2 – Alternatives

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

We are NOT in favor of this plan... it is not worth the money for the little time it saves, especially when considering the noise, pollution, and environmental degradation it will cause. PLEASE let's leave some quiet parts of the state and let us live AWAY from noise and consumerism.

Thank You

Response

Pate, Nathan

3.25 – Ecosystem Impacts

Comment

The proposed 'Route P' is the least-damaging 'build' option, except for the new-terrain aspect. The '231 improvements only' choice has more to recommend.

The presented description for this option states an intention to not disturb 'developed' areas, and to sacrifice yet more undeveloped land. This has the values precisely backwards. Instead, let's cherish the land-as-God-made-it, and utilize the land already degraded by humans. Upgrades to 231 can be done, and would accomplish ALL the stated objectives of an 'improved highway connection'.

It is obscene to even consider bulldozing a new highway parallel to and within sight of 231. At great cost, this would create myriad 'walled off' acres unfit for habitation by humans or wildlife..

We must not forever incrementally destroy the landscape given by the Creator, in obeisance to concrete and commerce.

Response

Williams, Mike (Mt. Horeb Baptist Church)

2 – Alternatives

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

Comment

This week, as we have celebrated the resurrection of the Lord and Savior, Jesus Christ, we here at Mt. Horeb Baptist Church, breathed a sigh of relief, as we learned of the state's intention not to plan to take our church and cemeteries of those of the faith that have been laid to rest here.

We further rejoice for all those in our church body who won't have their properties seized as part of the superhighway that we in our beautiful town of Orleans, and in the pristine hill country of the Lost River region from Orange County, called home.

We are aware that no one here proposed such a highway, rather, we have come to understand that it has been certain political powers and special interest groups, who stand to profit from this proposal, that put it forth.

We are aware, that you, Mr. Governor, must be under enormous pressure to stand behind and agree with or approve such routes, particularly ours, proposed Route "O".

We want you to know, that we as a church have been praying for you particularly, as well as your cabinet, and all those on the decision making team of the Mid States Corridor projects.

The Lord's word is filled with passages that guide us in our prayer for you, including 1 Peter 2:13-17, Romans 13:1-7, Hebrews 13:7, 1 Peter 5:5, Hebrews 13-17, Exodus 22:28, and 1 Timothy 2:2, which says: "Pray this way for kings and all those who are authority so they can live peacefully and quiet lives marked by godliness and dignity."

These words and prayers are voiced too by the other churches in our community and among our Amish neighbors, who, like us, have been praying for you.

We are praying too for those potentially impacted by preferred Route "P", and any others that might be impacted by any alternative routes.

Thank you, and we pray for God's blessings to be upon you, your family, and loved ones. If you ever pass through our area we would love to meet you and host you for a visit.

With Sincere best wishes,
Pastor Mike Williams (and the staff of Deacons, and all of us in our church body.)

Response

Hibbs, Jameson

2 – Alternatives

3.2 – Land Use

3.6 – Indirect and Cumulative Impacts

3.9 – Air Quality Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I know I have been part of the stakeholder meetings for the past few years. I have deliberated over this project several times and to be honest I really would have thought it would be headed towards French Lick. I'm happy it's not due to the environment impact it would have on the natural features in that direction.

I will also state, that I'm not in favor of an entirely new facility. I believe that if there is an entirely new road constructed it will only allow for increase urbanization and human encroachment on what little wildlife habitat is remaining in this area. I also believe that we should NOT be taking up additional farm ground as this will only equal the needless deforestation of woodlands that will be required to make up for the loss of ground due to a new road. I will agree with some of the comments from farmers in the Westgate public meeting. The issues with loose carbon in our atmosphere are continually increasing as is and we certainly do not need to convert more ground into hard surfaces. Hard surfaces also vastly increase our storm water issues. For the past several years we have had a vast increase in high volume precipitation events. Our waterways are not capable of containing these events and as we increase our hard surfaces, we are only routing more water into our water systems. This rain water also carries pollutants and fertilizers that quickly degrade the water quality that we are trying to improve.

I am in total favor of upgrading the current 231 corridor. This road needs to be safe and allow for better transit times. It will have less environmental impact and still have the same overall goal achieved.

However, if this new facility does go into place, I would strongly advise and request that storm water mitigation tactics are researched and put into place. Concepts such as native prairie plantings along the easements and/or median would greatly decrease the overall impact on our water quality and could possibly improve the issues.

I know it's hard for nearly any political leader in Indiana to look at environmental issues and concerns but I hope this instance does allot that tactic.

Response

Meyer, Doris

1 – Purpose and Need

2 – Alternatives

3.7 – Traffic Impacts

Comment

I am strongly opposed to the Mid-States Corridor! This new-terrain corridor is neither needed nor wanted in this area.

For the Federal Highway Administration, INDOT, Lochmueller Group, the Mid-States Regional Development Authority and the Mid-States Corridor Project Group to consider continuing with this project is fiscally irresponsible and a total waste of taxpayers' money, both of Hoosiers and Americans in general.

The state of Indiana has already pledged \$75-to-\$78million dollars to make improvements to the existing US 231 through Southern Indiana. That project is scheduled to begin in 2022. The stated goals of this improvement project include relieving congestion through Huntingburg and Jasper, increasing safety by adding additional travel lanes, passing lanes and turning lanes, and improving intersections. The improvement project would not create any new-terrain roadway, and will use the existing US 231 and its right of way.

The improvement project will already provide the benefits originally touted in the Mid-States Corridor presentations. We've seen that safety and reduction in traffic crashes were removed as a core goal in the Draft Environmental Impact Statement. The only core goal originally touted that still remains in the DEIS is travel time savings – a whopping 5 minutes on a trip from Jasper to Indianapolis.

It is absolutely ridiculous to spend multi-BILLIONS of taxpayer dollars, and totally DESTROY the lives and livelihoods of Hoosiers in the path of the new-terrain corridor, to save a mere 5 MINUTES in travel time.

The already-planned US 231 improvement project for later in 2022 will save travel time, will improve safety, reduce crashes, AND will SAVE billions of dollars that can then be used to maintain and repair other roads in the region. Lord knows the existing roads and bridges need repairs and maintenance. Heavy truck traffic in and around Jasper and Huntingburg will continue despite having a new-terrain bypass. Those trucks are DELIVERING TO AND FROM BUSINESSES, MANUFACTURERS AND DISTRIBUTION CENTERS IN JASPER AND HUNTINGBURG. Those trucks will still need to travel on the current US 231 and other streets and roads in the area to get to those facilities. Other heavy trucks that are not serving local business facilities are already utilizing I-64 to get to I-69 and I-65. They are NOT using the existing US 231 to travel to Indianapolis.

Be wise stewards of taxpayer money – DISCARD THE MID-STATES CORRIDOR PROJECT. Do not ever entertain thoughts of a similar new-terrain project in this area again. The beautiful RURAL landscape of Southern Indiana is what brings folks to this area. Folks don't come to this area to see more roads.

Response

Rosenquist, Niles

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

I am writing to express my opposition to the proposed Alternative P for the Mid State Corridor. Much has been said and debated about this project. At this point, the Corridor P is obviously unnecessary, causing damage to homes, farmland, and the natural environment.

The proposal has grown way out of proportion to the real need. Jasper needs a bypass for route 231. Clearly, that would improve traffic flow and be generally a good improvement for the citizens of Jasper who now have to deal with heavy traffic within the city limits. Otherwise, improvements to 231 North of Jasper to I69 within the existing roadway would serve the needs of the remainder of the area residents without the totally excessive construction of a new terrain highway.

As I understand it, there has been a debate for years within the Jasper area community on the proposed bypass. The people of that area need to come to a consensus on a bypass. It is unnecessary and inappropriate for this discussion to be enlarged by linking this necessary bypass to a totally unnecessary new terrain highway running north from Jasper.

Thank you for your service and your interest in comments on this project.

Response

Nordhoff, Mary

2 - Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

I am vehemently opposed to the Mid-States Corridor. This new-terrain corridor will needlessly destroy over 1,800 acres of farmland which is a finite commodity. Once paved over with asphalt and concrete, productive farmland will be lost forever. Prime, productive cropland is being destroyed every day for roads, for solar farms and for other "economic development". The State of Indiana, and the United States in general, will soon find itself in a terrible situation -- there will not be enough productive cropland left to feed its people. Discard the plans for a new-terrain Mid-States Corridor. Maintain the current roads instead.

It makes no sense to destroy thousands of acres of corn, soybeans, grasses, trees and other greenspace. Those plants and trees strip carbon dioxide from the air, replacing it with clean oxygen. Asphalt and concrete do not produce clean oxygen. To the contrary, additional roads will increase the production of carbon dioxide and other toxic emissions. In addition, more miles of asphalt and concrete will generate additional heat reflected into our atmosphere, contributing to global warming.

It makes no sense to destroy successful farming operations and farming-related businesses that contribute taxes for the county, the state, the nation -- property taxes, personal property taxes, payroll taxes, income taxes, sales taxes. A new-terrain corridor will CONSUME tax money, it will never PRODUCE tax income.

The proposed new-terrain corridor will cross many of the heavily-utilized roads in Dubois County. Anyone traveling from the northeastern, eastern, southeastern, and southern areas of the county to reach Jasper or Huntingburg will find their usual routes cut off and deadended, or intersecting with the MSC by a dangerous at-grade intersection, or a time-wasting, dangerous J-turn. My family, friends and I all travel to and from Jasper every day for work, for school, for shopping and for medical care. We will have to cross that dangerous MSC every day, or be forced to find a different route to replace our favorite county road that was cut off completely.

INDOT already has a US 231 improvement project scheduled to start later in 2022. That project will already reduce congestion in Huntingburg and Jasper, will improve safety by adding additional travel lanes, passing lanes and left-turn lanes, which will reduce travel time - - and all for a SAVINGS of BILLIONS OF DOLLARS over the proposed Mid-States Corridor. The "benefit" of saving 5 minutes travel time from Jasper to Indianapolis is not enough of a benefit "for the public good" to justify destroying farmland, displacing families, destroying our food sources, destroying our plants and trees which provide clean oxygen. The proposed US 231 improvement project will already provide the time savings. The MSC is totally unnecessary.

Response

Kennedy, Janet

2 - Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Just wanted to make sure you are aware that there are many of us in Orange County who, while we are relieved you are not destroying Orange Co, are not in favor of Route P either.

The governor set aside \$75 million dollars to improve highway 231. That is plenty. No bypasses or other new terrain routes should be built. You will still be wrecking farmland, woodland, wetland and homes and businesses. Habitats replaced by highways can never recover! The LAST thing Indiana needs now is more highways. Tech is where the future economy is. People can work remotely and will be driving less.

The climate is heating up at a dangerous rate. The web of life that human beings depend on is disintegrating so that the future for our species is in question. Stop with the highway building and focus on education, health and protecting the environment with everything you have got!

Response

Newcom, Paula

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

You are going to destroy our family farm. We already have I69 that destroyed my other grandfather's farm in Washington. Just update and fix 231. Pave the roads that already exist. This is insane.

Whatever politicians support this need to be voted out of office. And you are going to destroy some absolutely beautiful old woods. This is not right. Do not build this road. Daviess County doesn't want it! You already destroyed miles of family farms!

Response

Schroeder, Bernie

3.3 – Social Impacts

3.7 – Traffic Impacts

Comment

How can anyone say this mid states corridor will be safer when untold numbers of students have to cross it 360 times a year on a bus trying to avoid semis trying to get wherever faster. Making students spend more time on a bus so paid drivers can get to their destination faster is ludicrous. Even with the “J”erk turns the kids will be at risk.

Response

Eichmiller, Terri

3.5 – Relocation Impacts

Comment

Having a hard time selling my House because of the Midwest Corridor not sure they will take it or to close to the House!! Was wondering if you would buy it. So I could go ahead with my plans!! Call me at (two phone numbers).

Response

Hildenbrand, Jacob

2 – Alternatives

3.24 – Agricultural Impacts

Comment

The corridor is not needed. Upgrade 231. Make it a 3 lane highway so people can get around trucks. There is no need for this highway preserve our farmland our kids heritage and legacy. The proposed highway is not safer or efficient

Response

Carrico, Nathan

2 – Alternatives

Comment

We Hoosiers are not supportive of this unneeded highway. Stop with the power grab and wasting tax payer money. MIDSTATE CORRIDOR needs to go away. There are plenty of other routes available with reasonable access!

Response

Durcholz, Marisa

0 – EIS Summary

Comment

Hello, does the total cost \$735-1052 million include the cost to purchase and acquire land and property along preferred route P? This is referenced on page ES-13 in table ES-1: Summary of Benefits, Costs, and Impacts?

Response

Craney, Jerome

2 – Alternatives

3.24 – Agricultural Impacts

Comment

Proposed mid-state corridor, there's probably a billion dollars in farm and ground impact in the Loogootee area alone. Not just taking the family farms also the impact of run off rendering farm ground worthless in those areas. I would recommend that they look into upgrading 231 to a superhighway not to mention the extra pressure put on highway 50 because it has more steady truck traffic on it than 231 since 69 was opened

Response

Talbot, Elizabeth

2 – Alternatives

3.24 – Agricultural Impacts

Comment

Why run parallel to 231? If it is really the desired route, why not just turn 231 into a super two and find a good way to get through or around Loogootee and Jasper? 67 is a good example of a super two that can work. The Spencer section is a slowdown but since this is a new road, a better plan can be put in place. This would accumulate less land and could still meet the goal.

Citizen of Northern Daviess county are still feeling the pain of land loss from I69. This is a large farming community and the economic impact to farming needs to be put into consideration.

Response

Bell, Jamie

2 – Alternatives

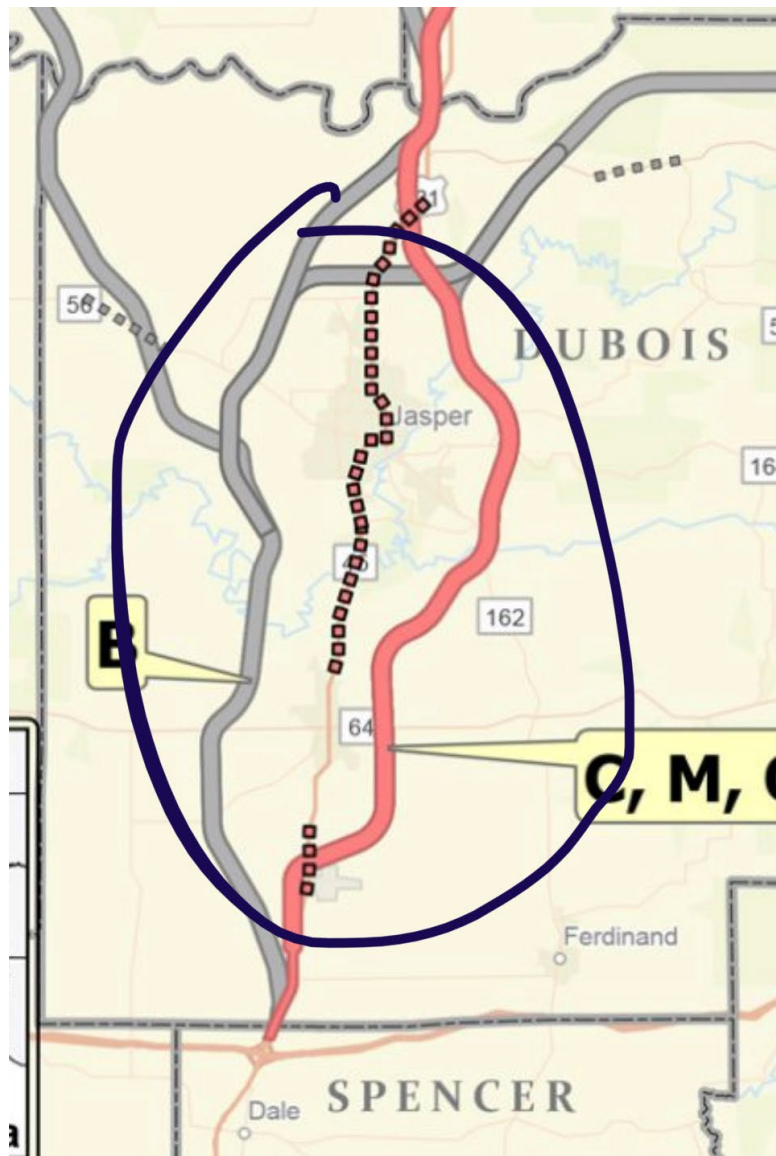
3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

What you are doing is evil. What about the human costs?? You are ruining people's homes, farms, and lives. No one person I have spoken to wants this. And for what??? This is a huge waste. If you need a route around Jasper, just build that and leave us in Martin and Daviess alone.

See attached



Response

Potter, Jim & Sue

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Many are not against the Midstates Corridor. We are just afraid to voice our approval because of the "hot heads" that are against it.

This 4 lane should have been put in many years ago!! It is terrible for semi trucker's heading north and south. We need to get the Thru traffic out of our towns. If a 4 lane would have been put in 40 years ago it would have involved less houses taken and if you put it off any longer it will involve more houses and housing complexes. As I see it, eventually a 4 lane is going to have to be put in!! And it will just get harder and harder to find a route.

P.S. (Name deleted) that spoke against it because of losing farmland. Ask him how many acres he just agreed to let Solar Panels be put in!!! They offered him a good price for 30 years use. It's at least 1800 acres!

Response

Eicher, Paul

2 – Alternatives

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

How can we justify spending 75 million to improve highway 231 then still spend another millions on a new road that runs within 1/2 to 3/4 mile and even crosses 231. It just does not seem to be needed to have both as we live on 231. (Not in Martin and Davis County) if Dubois County wants it bring it to the Haysville and reconnect with existing 231. How you accommodate the Amish way of life by taking their farms and splitting their farms. How will they be able to cross a large four lane with horse and buggy or horse drawn farm machinery?? It does not seem to be the logical thing to do.

If a larger road is needed why don't you petition the government to use 500' off the West edge of the crane property through Martin County. Which is approximately 1/2 to 3/4 mile from existing 231 it would displace a lot fewer families and just seems to be more logical. So please reconsider.

One of the biggest issues with this preferred western bypass of Loogootee is how it greatly impacts the Amish community of eastern Davies county and western Martin County. This specific route limits and potentially eliminates access for this minority group. Unfortunately the group of Amish does not benefit from the "block" category to be noticed on the Environmental Justice Screen. Per their specific religious beliefs, many do not speak on their behalf or attend meetings on this issue they perceive as political. The need for this group to have safe and easy non-vehicular travel to Loogootee for healthcare, pharmacies, groceries, and general commerce adversely impacts a very large Amish community for generations to come. Overpasses or underpasses that were discussed were not considered a solution by Amish members as their access to Loogootee currently is met with travel and county roads with minimal traffic interactions for their animals. This corridor divides Amish families, Creates longer travel times for church gatherings, Limits access, And generally creates a dangerous situation should they have to navigate a new highway. Their primitive modes of transportation create an unjust hurdle that they will be forced to navigate. For this group and those within it that refused to comment we ask that a different route be reviewed based solely on this vulnerable community. This specific corridor that bypasses Loogootee to the West creates an environmental and public health challenge that greatly reduces the Amish quality of life. Their community members that are affected will no longer be permitted to live, work, or pray as they see fit depending on how they must pilot a new terrain road. How will this group be "noticed" as they do not make the map block on the Office of Environmental Justice Screen? How will they take their horse drawn farm machinery across the new highway on their split farms. Wagons-hay equipment with all the horses. Please reconsider.

Response

Lukemeyer, Steve

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I would like to voice my opposition to the Mid-states Corridor. The cost to the taxpayers and damage to the land far outweigh the benefits. Let's be honest and call this what it really is. This is a massive project that will adversely affect tens of thousands of people, only to benefit "tens" of people. The presentation by Dentons says that it will create an expressway linking Indianapolis and Nashville. It shows that the distance using I-24 to I-69 is 330 miles that takes 5:10 to travel. The mid-states corridor is 306 miles that would take 4:45 minutes. The distance to take I-65 is 301 miles in 4:40 minutes. If we already have a route that is 5 miles shorter and 5 minutes faster, how can you justify this as an advantage? Why would anyone not continue to take I-65?

The presentation by Dentons also says that the corridor "would be an important link between the largest cargo airports in the United States." Looking at the map, can you tell me which two hubs would be better connected by the corridor? The east-west travel would not be affected at all, and the north-south travel would not be improved either. Nashville, Louisville and Indianapolis are still going to use I-65. Travel from St. Louis to Indianapolis will take I-64 and then I-69. This corridor does not provide a more efficient route between any of those hubs.

The presentation says that "congestion and unpredictable traffic flow negatively impact freight operations, forcing large companies to consider relocation out of Indiana." I don't believe that is true. As a matter of fact, if you go onto the FedEx website and try to figure out where in the US you could deliver to any of the lower 48 states in two days, the prime location is the Jasper to Evansville area. This should be promoted to entice distribution centers to this area.

The presentation also says that the corridor is expected to generate \$1 billion per year in new spending in Dubois and Spencer counties. I would like to see the data that went into that calculation. How much is this going to destroy in farming operations in the same area? Are we destroying all of this land to get more people to Holiday World? The corridor is projected to double the population growth of Dubois and Spencer counties? Do we want to double the population growth? Dubois and Spencer counties are beautiful areas and fantastic places to live and raise a family. If this corridor, after destroying all of the land that it will destroy, doubles the population growth, what have we really accomplished? Please put "no road" back on the table, and select that option.

One more suggestion I would like to make is that you put this topic on the ballot in November in Dubois and Spencer counties. Let's see what percent of these communities want this. I don't know the procedure for placing things like this on the election ballots, or even if it is possible, but I think you would earn the respect of a lot of people in these communities and prove to them that you value their opinions, if you give them the opportunity let their voice be heard at the ballot box. I realize that the outcome of the vote would not determine the future of the project, but it would let all of us know where the communities stand on this very controversial issue.

Response

Mid-States Tier 1 DEIS Comment

Page 2 of 2

This comment appears to discuss a study which is not part of the Mid-States Corridor DEIS. It appears to refer to the *Mid-States Corridor Economic Impact Study* prepared on behalf of Dubois Strong. The Mid-States project did not participate in this study, and cannot offer comments on its analysis or conclusions.

Reisinger, Joseph

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

I am opposed to the Mid-States Corridor Project. A simple upgrade of US 231 with bypasses around the downtown areas of Jasper and Loogootee would accomplish the same goal without the unwarranted taking of more farmland out of production. I noticed that your brochure makes no mention of the impact on our agricultural lands and the destruction of family farms. How many of those farms are heritage farms that have been in one family for generations? Nor does it take into account the negative impact it will have on the scenic beauty of southern Indiana when you cut a half mile wide Swath across it for another highway. We lived in Michigan's Upper Peninsula and saw first-hand what these kinds of "improvements" do to the scenic value (and that accompanying tourist dollars) of the area.

Response

Reisinger, Carol

3.14 – Visual Impacts

3.24 – Agricultural Impacts

Comment

The scenery and farmland that would be destroyed would be a setback for the state. Too many are dependent on their land to make a living and southern Indiana is particularly for enjoyable outings and tourists. It is hard to navigate Jasper so I can see improving a road either there or around it. We moved to southern Indiana because of the rural atmosphere!

Response

Wittmer, Leon

2 – Alternatives

3.3 – Social Impacts

3.7 – Traffic Impacts

Comment

To whom it may concern

Hi, My name is Leon Wittmer and I'm writing this letter about Mid-States Corridor, and why this is a huge mistake for Indiana Residents.

1. Total cost of road 735 million to 1.05 billion and per Mid-States Corridor DEIS page 2-15 this estimate does not include design, relocations, construction management, utility relocation and contingencies, not sure where all money going
2. Using Indiana taxpayers money does not seem to be helping anybody but big businesses and politicians who are greedy for more money and they have millions already
3. Taking ground away from people what depend on it for a living. The ones who want road lose nothing, need to use golden rule
4. Once road is done it will save 5 min from Jasper to Indy, come on wake up and use common sense (143 mile trip)
5. Once road is done, what about school buses crossing this new road, and to say this will be safer, I think we all know better than that.
6. There's 75 million to upgrade 231, why not upgrade 231 and other roads, instead of running another road parallel with 231, that is not running full of traffic
7. My house is middle of 2,000 ft mapped out, if you would buy me out is one thing, but you will cut through center of property and make a big mistake, so you want to come get what you want, pay what you want, and were supposed to be happy about this, makes no sense
8. I will not be voting for anyone that wants this road

Response

Norrick, Christopher

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

Comment

150 “relocations” for what exactly? That's a high price to pay for something that doesn't seem to have a reason to exist. The Purpose and Need reasoning on the handout is very thin justification to cause so much disruption in peoples lives and environmental impact. 231 is right there! Why not use it? I lived through the I-69 project right through Gibson Co. All the promises that were made about increased business and economic prosperity have yet to materialize. You can't even find a single gas station. Those same reasonings were used for its justification too to when the topics of negative human and environmental impacts were discussed. So here we are, stuck with all the negatives and no positives. Don't make the same mistake again.

Response

Gerdnick, Kathleen L

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

As someone raised in Indiana, gone for 20 years, and returned, I keep hoping Indiana will do more and get better for its residents. This seems like a political cash-cow to developers and legislators who do not live in the region impacted by this new corridor. As a manager, and former business leader in another state, I have to say this plan and Option P would get shot down in any other state. I can understand having a solution for a Jasper “bypass” (although their business \$\$ will get hurt!) but the rest of the idea leaves me incredulous. Constructing a roadway that displaces family, businesses, ag and forest land? When its parallel and near an existing road? This makes NO financial sense. Why do we need the road at all? if access and large truck transport is a goal, why not modify 231?? I seriously do not understand the need to spend these dollars in this way. If you want to consider the needs of ALL Hoosiers, instead of outside interests and Indianapolis-only, please reconsider viable and economical transportation solutions (and, no, Southern IN residents will NOT be buying \$30-50K electric vehicles soon). Thank you.

Response

Braun, Jeff

2 – Alternatives

3.7 – Traffic Impacts

Comment

A strong, local economy does not just happen and is a combination of ongoing investment by entrepreneurs and the community in its people and its infrastructure. Think about US 231 in Jasper 40 years ago. The population was just over 9,000. Think about it today at just under 17,000 people with the morning, lunch, and after work traffic coming in now from multiple counties as well as all the regional truck traffic and the toll it takes on the main road in and out of town. Think about it 40 years from now even with modest population growth and doing nothing-- it will be untenable. A release valve is needed for the long-term health and safety of Jasper, Dubois County, and the Southern Indiana region at large.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Razor, Mark

2 – Alternatives

Comment

Please don't waste our taxpayer dollars on this ridiculous project.

Response

Mauder, Teresa

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I AM STRONGLY COMPLETELY AGAINST THIS ROADWAY. It is totally unnecessary, basically following an already established roadway. It will destroy land and hundreds of homes. FYI: The current proposed route P does not affect my land or home. It will cost millions of dollars including my tax dollars to be wasted on something I do not want and is not needed. We need to improve and upkeep the roads we already have.

Martin County is a poor county, almost a third is taken up by NSWC Crane and another third state & federal woodlands, therefore no taxes/revenue is collected from them. Our main industry is Agriculture and you are wanting to destroy it. Housing is a problem in this county and destroying hundreds of the houses that we have, including newly constructed homes will not help.

This proposed roadway will NOT BENEFIT but actually do more harm than good. I keep hearing the term “relocate”, houses can be, yes, but no you cannot “relocate” a farm, there is not enough land to do so. It will greatly limit access to the rural roads we have to access our farmland, it is bad enough now with the East Fork of the White River flowing down the middle limiting access down to roads to the few bridges we have. Due to our beautiful, peaceful, very unlevel terrain we live in our roads are not and cannot be set up in parallel grids.

I can see that the City of Jasper may need a by-pass, but that is the City of Jasper's problem in Dubois County. Loogootee does NOT need a by-pass. By-passing Loogootee would actually do more harm to the city taking away from commerce. DO NOT PROCEED WITH THIS “PROPOSED” PROJECT called the mid-states corridor, we already have one, it is called US 231 and runs all the way up the middle of the state all the way to the top! Make improvements to US 231, widen here and there, making passing and truck lanes and leave our homes and farmland alone!!

Response

Jochem, Mark

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Hello,

My name is Mark Jochem. My family has been farming in Dubois County for 150 years. My family and I are against the Midstates corridor. We would rather you use YOUR money and resources to fix the US 231 that exist now. We are a farming community and do not need more roads taking up the land that we use to provide for our families and others. We have rented the land that the Midstates corridor will be going through. We have recently bought most of the land that we had rented and had it tilled. It is great farming land that we will continue to use for generations as we continue to farm. I ask that if you do decide to build the Midstates corridor that you move it south and not through the land that we use. There is land around us that is not the greatest for farming. I also ask that if you decide to survey our land that you have me present so that we may talk about it face to face and I can also suggest/ show you alternative routes. It is the right and moral thing to do when you are deciding to use someone's land. My number is 812-661-0615. Thank you for your time and consideration.

Response

Hanselman, Gary

3.5 – Relocation Impacts

Comment

Hello,

Been in our house for 35 years now. Paid our taxes on the land. Put a lot on money, blood sweat and tears in it. Now we are approaching retirement when we are supposed to sit back and enjoy it. But no, without any say, you want to run a road right through it. You want to bypass the town, then get this road further out of town. You are at the city limits.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Lowe, Julia

2 - Alternatives

Comment

I oppose the Mid-States Corridor project. I oppose all new terrain routes including Route P. I support the NO BUILD option and I support highway improvements to the existing Route 231.

Response

Rogahn, Julien

2 - Alternatives

Comment

Logistical.

Response

Dooley, Lucille

2 – Alternatives

3.5 – Relocation Impacts

Comment

Why can't highway 231 be improved. Go to west Virginia see how they built roads over the top of the city. Why can't that be done at Jasper & Huntingburg Please don't take this land and homes away from all these people. Thank You.

Response

Lamping, Corey

2 – Alternatives

3.5 – Relocation Impacts

3.19 – Stream Impacts

3.25 – Ecosystem Impacts

Comment

I, an Indiana resident and taxpayer, reject the use of taxpayer money to build the mid states corridor as a wholly new highway. This is an inefficient, expensive, and harmful waste of taxpayer dollars. There is no good reason to build this corridor as a wholly new highway. It would be much more efficient, equitable, and beneficial to improve or widen existing routes through the region. The plan as it stands will harm residents, wildlife, and the already strained hydrology of the region.

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 1

Kelly, Kurt

0 - Summary

Comment

Who really is in charge of this train wreck?

Response

Wagner, Cathy

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

Indiana has over 12000 miles of roads. The last thing that is needed is a new terrain road that will cut our beautiful rural community in two. The people of southern and eastern Dubois county would have to cross this four lane road daily to work in Jasper or Huntingburg. Not to mention the school busses that would also have to cross it to get our children to schools. How many people were killed at Dale trying to cross that four lane highway? It would not be safe for any of us.

You also say this path takes mostly farmland. If the pandemic taught us anything....it was that we need to keep things made in America. This starts with our food and farmland is a limited resource that we need to cherish....not pave over to be lost forever. We cannot rely on China and Russia to supply our food. This route would also cut farms in half, again leaving farmers to cross this road to make a living.

Are you going to compensate the farmers for the true worth of their land, for the lost income that you are taking from them? I would bet ...NO!

You say this road will bring in thousands of dollars of income to the area. How? Just because a truck can get to Indy a few minutes faster? Are you figuring in the loss of income to all the gas stations, convenience stores, unique family owned businesses and restaurants that travelers stop at when they travel through our county now? Probably not. Ask Lynnville how much their businesses reap from I 64. People don't stop there and drop dollars...they go to Evansville. The same would happen here...they won't stop at our small towns any more...they will travel further to Bedford or Bloomington.

This very unnecessary road would cost millions. Put that money into improving the roads that we have now. It will become another pot hole filled highway that will destroy a beautiful rural community. No one wants to have to cross this, live by this or pay for this! Please stop it!

"

Response

Seger, Leslie

2 - Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

To Whom It May Concern,

I have lived in Dubois County my entire life and I currently reside in Jasper, IN. The Mid-States Corridor project is something that I do not believe that this area needs or will benefit from in any significant way. I do not personally stand to lose my home or property. However, I am concerned for the many residents who will. I am also concerned for the negative impact that this road will have on our communities.

Numerous scientific studies have examined the effects of bypasses and interstates on communities and time after time these studies show unfavorable results for the local communities. ODOT recently canceled a study for a road that would save 13 minutes citing the cost to build the road and the negative effects to the rural population as more significant than the negligible reduction in travel time:

<https://www.dispatch.com/story/news/local/2022/05/10/odot-nixes-proposed-rt-23-changes-delaware-county/9715851002/>

The ODOT project seems to share a number of similarities with the Mid-States Corridor Project. The Mid-States Corridor Project has been and continues to be a misuse of taxpayer funds. If the project moves forward, taxpayers will continue to be responsible for its financial and social ramifications including:

- Potential increases in drug trafficking, human trafficking, and other illegal activities and their effects on the communities
- Expanding local police forces
- Expanding and staffing local jails and security centers
- Increased need for EMTs, emergency first responders, and fire department personnel (most of which are volunteer positions)
- Expansion and staffing of local schools
- Maintenance of existing roads and Mid-States Corridor

Jasper, IN has been named one of the best places to live in the U.S., in Indiana, and one of America's 25 best small towns.

https://www.duboiscountyherald.com/news/local/jasper-named-among-best-cities-to-live/article_fefa29db-583f-513f-97b0-eb55878dea18.html

<https://www.witzamfm.com/news/city-of-jasper-ranked-among-best-places-to-live-in-indiana>

<https://www.wamwamfm.com/2019/01/05/jasper-one-of-the-best-cities-in-america-according-to-usa-today/>

<https://www.jasperindiana.gov/category/?categoryid=9>

Jasper clearly did not need a bypass or interstate running directly through the heart of the county to gain these recognitions. Rather, I believe that the fact that we DON'T have a major thoroughfare cutting through our city and county is one of the main things that sets us apart and draws people to live here.

Mid-States Tier 1 DEIS Comment

Page 2 of 2

Over the past several years, numerous individuals and families have spoken out about the reasons that they chose to move to Dubois County and how they believe that the addition of the Mid-States Corridor would take away much of what initially drew them to the area. Likewise, I live here because of these same reasons: landscape, safety, peacefulness, community, cleanliness, good schools, excellent employment opportunities, among others. I urge you not to take these things away from us through defacing the landscape, fragmenting our community, and reducing the level of safety and cleanliness in our community with the building of the Mid-States Corridor.

Thank you for your time,

Response

<https://publicinput.com/23connect>

Waggoner, Sue

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

"Hi everyone. I'm Sue Waggoner.

We're long-term residents of this area, and we're basically sick of the uncertainty. Ever since the 1970s, there has been talk of having an interstate come through here. Finally, a few years ago, I-69 finally opened. Up until that point people didn't know what to do as far as making long term plans.

Now we have this Mid-States Corridor. Indirectly affects our farm. That has been our -- in family hands since the 1950s. The fellow -- my father-in-law, who owned that farm, his family got kicked off out of the Dones area when the base came through. They eventually settled on County Line Road, just north of here. The members of that family then got kicked off and there is now an INDOT facility and a sewage treatment plant there. Another family member had land that had been taken by the Green County Economic Development Authority, the hotel near Scotland and I-69 is now on that land. There's another family member who had I-69 come within half a mile of his land. Yet a different family member had a big power line come through, with the enormous transmission towers.

So we're kind of sick of this. Now, it'd be one thing if it was just for this immediate area, but I suspect it's not. If the INDOT really wanted to serve the community in Southwest Indiana, they would simply three lane US-231 with lots of passing zones and turn lanes.

None of this super two business. The only thing that that benefits is the police when they pull people over.

But I suspect that the long-term plans will be much more than this. If the state was really thinking ahead and the federal government was really planning ahead, they would do a Lake Michigan to Gulf of Mexico interstate, which would go from the Port of Burns Harbor down to our port on the Ohio River and then all the way down to the Gulf. But I really don't want to see that. I would be happy with just three-laning US-231. Thank you."

Response

Crays, Marcia

2 – Alternatives

3.5 – Relocation Impacts

3.27 – Managed Land Impacts

Comment

My name's Marcia Crays.

As you know, Martin County is one of the smallest counties in the -- Indiana. If the state and federal government continues to make more property from the county -- as of 2020, the county had an estimated population of 10,363 people based on the American community survey, but then when the 2020 census came out, the population was only 9,812. The county ranks 88th in population in Indiana. That's 88 out of 92 counties.

In 1932 Martin County State Forest was established taking 7,023 acres. In 1941 Crane Naval base took another 64,000 acres from Martin County, Daviess, and Greene counties, most of which was from Martin County. Then 31 years later in 1972 West Fox Park opened another 236 acres.

Indiana has 92 counties. Martin County ranks 72nd in size with 217,900 acres. If you subtract acres from the State Forest, Crane and West Fox Park, that leaves only 146,641 acres left in the county. Highway 231 is not a busy highway, needing a large expansion, not. Although it is not needed at this time, maybe extra lanes or a few curves should be all that is needed. The highway is relatively straight from Loogootee to the entrance of highway 69. As long as more land is taken away, the county continues to shrink both in size as well as population. As many of you know, as of right now on Martin County, when property goes up for sale, it is quickly sold. When more property is sold, the prices continue to be at a higher price. When the available property is gone, people will be moving to another county or state. How will that help us?

Another question, do you have a list of those people who will be losing their homes? And, have you contacted those people?

Response

Nowotarski, Carol

2 – Alternatives

3.5 – Relocation Impacts

3.14 – Visual Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I am a resident of Dubois County. I've lived in large cities and small towns, and the ones with the least amount of four-lane highways were the best. The issues start with the blasting that disrupts homes, property, and wildlife, and continues by laying more concrete, eliminating trees, and increasing lighting that disrupts sleep and especially for the migration of birds. In general, the national -- the -- excuse me, the natural cycle of creatures. Our -- our environment is eroding quicker than our roads can be replaced. It is not a matter of which route has the least environmental impact. Route P or any new terrain highway will have a negative on the environment. A few people who would benefit monetarily should not use their influence to accomplish what cannot be undone.

And for what? To save up to 10 minutes to your destination? Only to repeat this again within five years, trying to perfect the highway, making it wider, taking more terrain, and repeating the destructive cycle all over again? Think of us folks, the full-time residents and voters, and remember, people, voting is coming up soon. Please elect someone who's against this. And please don't pave paradise to put up a mid-state corridor. Remember when you throw dirt, you lose ground. I made my two minutes. I'm proud of myself.

Response

Schultheis, PJ

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

Hey, everyone, I'm PJ Schulthies.

So, as you guys know, a lot of this ground is farm ground. People come back in, use it for a way of life. They come back in, love to come back and have recreational ground, hunting ground. It's hard to come by. I've been -- me and my wife personally were looking for the last 10 years, trying to find a place of property we can come back in and settle down on.

I work up here. You know, my commute from Celestine up here is currently 55 miles each way. It's a long time, right? I drive 231 each and every day back and forth to work. The existing road is quite adequate. You know, I see the desire to come back in and try to bypass (Inaudible) Jasper from business perspective. But the small improvements you can come back and do to 231 to make it to where fit everybody's needs has already been highlighted. Right?

Come back in, put a third lane in, alternating passing zones. That would come back in and cut down on safety, make it a lot safer, right? Everyone sees people trying to wedge their way through, trying to pass. And basically it gets semis cut off and everything else. That would come back and address your safety standpoint. And that's just where you can do it. Where you can't do it, just the two-lane road's adequate. If you can come back in and make decent transportation times back and forth, like I said, I do it every single day. And with that, I'll go ahead and forfeit the rest of my time. Thank you.

Response

Mathies, Jared

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

I've worked in the ag industry for over 20 years, specifically in seed. There was a major study we were a part of with several large ag businesses to look at the world food and sustainability by the year 2050, what they found in the 2018-2020 study is a world population 7.8 billion. By 2050, the world's population will be just under 10 billion people. They also found in that study that we have to produce 58 percent more food by 2050 than we do today.

Over the last 20 years, more than 11 million acres of us farmland, tillable acres, have been converted into pavement or development projects. Furthermore, on the world stage the conflict between Russia and Ukraine is a major agricultural issue. Russia is the number one exporter of fertilizers worldwide, and Ukraine is a breadbasket of Europe and a major exporter of grain. We know this year that Ukraine may not even get crops planted, puts a major strain on food supply for now and the foreseeable future, which in turn raises prices from simple supply and demand economics. Also over the two years with the pandemic and actually seeing food shortages on shelves, my question is: why would we even think about taking away more prime farmland that we need to save a five-minute drive from the north side of Jasper?

This is clearly stated in your report, not mine. Why not use the money the governors already appropriated for the upgrades of 231 with few passing lanes? To me, this is being physically responsible and does not destroy any farmland and a small community. Lastly, the 500 acres of farmland that will be affected around Loogootee may not have a large application to the world scale, but let me pose this question to you. 500 acres of irreplaceable farmland will have a colossal impact on a local economy and irreversible. Ask any citizens that is left or what is left in Petersburg, Dale and Washington, Indiana. But what do I know? I'm not a politician with an agenda.

Response

Baker, Todd

3.4 – Economic Impacts

Comment

Thank you. I'm Todd Baker. I'm a longtime Martin County resident business owner, and also a member of Call Loogootee a recent main street organization. Jared hit a lot of the points, especially from an economic standpoint that I would like to talk about. The environmental impact on Martin County of this road is going to be very huge, yet when we get to an area of where we would seek economic gain from that, we choose to bypass the city of Loogootee and go west into Daviess County, which to me raises a lot of questions. I know Noel Harty, the mayor of Loogootee talked on the housing impact of Loogootee and how difficult and how short in need we are of homes. The quality of place assessment that was done in the Oakland region of Indiana also show those needs and a route west of Loogootee into Daviess County also further exacerbates these problems for Martin County.

On top of that, the Western route heading into Daviess County also is a major tax hit for Martin County, which if we've read the newspapers recently, knows that tax income is a major issue. Not only does the route hurt the tax base of the county, it's also going to have a major impact on the tax income of the schools in Martin County. And those are some of my main questions that I have that if we're indeed going to choose to take this route and build this road, can we not do it in a way that makes the most sense for the communities that it is so greatly going to impact? Can we take those into consideration on how, while something so detrimental and devastating can also be a benefit if this is indeed the route that we are going to go. Thank you."

Response

Graber, Leslie

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I'm a grain livestock poultry producer. We live Eastern Daviess, Western Martin County. As most of you know, the land is the most viable resource in any farming operation. That's why as a farmer, I want to care for it, pass it on to the next generation better than when was when we received. The highway route that's being proposed will cut through some of the most valuable ground in our area and some of the most productive.

By taking it out of production, this will create a highly competitive market for farm real estate in the area in order to replace what's being destroyed. Pretty much making it impossible for any potential homeowner to compete in that market. Also, while some projects necessitate the taking of the 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, but in comparison, the population of Loogootee is around 2,500. That's approximately 25 percent of the residents in Martin County. The taking of our most precious natural resource is an irreversible loss.

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 a few minutes for truck travel or inter-mobile facilities. Along these same lines farmers are joining in the fight and 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. By reducing the total of acres, these needs now, and in the future will be continuing to struggle to solve some of the environmental issues that have been created in the past.

Thank you.

Response

Crays, Steven

3.4 – Economic Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Hello. I'm Steven Crays and I live on property north of Loogootee that has been in my family for four generations. Now I've lived in New York. I've lived in San Diego, and I've traveled extensively throughout Europe. I have a high standard of quality of life. I'm not telling you this because I've never had the interest or the courage to leave Loogootee. I chose to come back here because I love the rural setting. Some of the first-time visitors who've come to my farm have said, "I didn't know property like this still existed." One of the unique facets of the land is that it has seven natural Springs on this property alone. In fact, all of my neighbors use well water or spring water. This water is resurfaced ground water that has oversaturated its aquifer. Route P as stated by you has the greatest amount of road that will disrupt sensitive aquifer areas. Another fun fact to cite your published statement, Martin County will have an estimated \$247,000 loss in property tax income.

We are the smallest in population and smallest in taxable land area of all potentially affected counties. How can you justify that kind of monetary loss as well as loss of land, the disturbance of sensitive aquifer areas, and ultimately the destruction of our sustainable ecosystem? That's not rhetorical. I want you to answer that. This road as proposed would bring devastating irreversible loss to both Loogootee and to Martin County. We don't want a better connection to Jasper.

We work and play where we want to work and play. I-69 provides more than efficient connectivity to cities with a better quality of activities than Jasper could ever offer. And we definitely don't want any build that sacrifices our local environment and economy. Last point, it's your four points that building a new road would be inappropriate for. It'd be inappropriate use of our tax funds. Its impact to the environment is not warranted by the proposed improvements. The public would receive a higher benefit through regular maintenance of preexisting roads and a build alternative, which change the desirable rural nature of this region. Please reevaluate.

Thank you.

Response

Mathies, Lance

2 – Alternatives

3.7 – Traffic Impacts

Comment

Can I get a quick show of hands on how many people would be interested in upgrading the existing 231 compared to an entirely new road? That says a lot right there. INDOT has a traffic county database, has anyone ever looked at? It's public record. 4,000-6,000 vehicles per day travel between I-69 and the east fork of the White River. There's a threshold they have for a four-lane highway that we might need. That number is 21,300 vehicles per day. We are at 25 percent of where that threshold is. That just proves that the road that they're talking about is not needed. Per the INDOTs traffic county base volume have actually decreased between 2011 and 2021 on US 231.

Please explain how the federal highway, INDOT, and the design team feel this is justified from a cost and traffic perspective. Why would government officials want to spend hundreds of millions of dollars when the options were not even considered that would ultimately benefit Loogootee and Martin County?

The considerations to downtown Loogootee could be a twofold win for the community and those passing through. They can improve safety, operations, travel, and the quality of life for the entire area. Why were studies not performed on implementing signal timing improvements, passing lanes, turn lanes, addition of two-way left turns, replacing signals in Loogootee with roundabouts? Many options that need to be exhausted first and foremost, that would more than satisfy the purpose and need of this project instead of a purpose and want. We are asking INDOT federal highway, our elected officials, and Lochmueller to help Loogootee with that next step. Instead of limiting the town's connectivity to others, truly enhance it. Make an effort to preserve a town, all the while creating an environment where those passing through would enjoy the experience. We should create a higher quality of life for all, not just the few.

Response

Graber, Lee (County Fire Chief)

2 – Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

Comment

Hello, I'm the assistant fire chief of the (Inaudible) County fire department, and I'm a full-time paramedic. I want to talk a little bit about some safety. While it was noted in the DEIS study that safety was a major concern as with any road project, Martin County would once again see little to no benefit in this case. Per table 1-2 in a DEIS report published, Martin County has zero roads that have a higher-than-average crash rate.

The dangers of implementing a new four lane road in a community not used to one will most likely create a higher-than-average crash rate, especially for those older drivers. Wrong way drivers on a divided highway and crossing two lanes to turn in the opposite direction are examples of issues that occurred in Dale, Indiana, when a four lane 231 upgrade was made. There was -- there were several fatal accidents that occurred as a direct result, forcing an engineering change and implementing J turns. While the technicality of all that solution may seem feasible, now semis must go across both lanes of traffic and get up to operational speed immediately to avoid an accident. While there are relevant issues, an even more pressing issue for the west route is the non- vehicular travel.

High concentrations of the Amish in eastern Daviess County rely heavily on Loogootee businesses for their groceries, doctor's appointment, pharmacies and general shopping. This much needed business for Loogootee still relies on horse and buggy transportation. Forcing this population to cross a western four lane advanced speed route will potentially result in fatal accidents. This is a twofold problem, a loss of economic revenue for the customers, and negatively impact Loogootee businesses. It will most likely negative the Amish community by eliminating their ability of commerce and healthcare. While this was mentioned in the report that you published, there are no solutions to this problem. But once again, this will come at a large cost to an already \$1 billion project.

Response

Jerrels, Brianne

2 – Alternatives

Comment

Hi. I'm the director of economic development for Greene County, and while the corridor does not affect much of Greene County at all, I am in favor of it from an economic development standpoint. With increased activity at Crane and the Westgate Crane technology park, this corridor will help with transportation, logistics and flow of traffic in and out of the park and base.

In addition, it will complement the existing I-69 corridor and any amenities at the 231 interchange that, that will follow. Current businesses in Greene County will also benefit from the corridor as they continue to transport goods and services. Thank you.

Response

Mathies, Terri

2 – Alternatives

3.4 – Economic Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impacts

Comment

Hi. My husband and I own a farm that has been in his family for over a hundred years. We'll actually receive a plaque this summer because it's a heritage farm. I also work as a financial advisor, so I absolutely see the need for progress and the legacies that families have. We just don't see the need for this project. Highway 231 with the passing lanes and the upgrades would more than adequately supply an answer. And my question is, how can you relocate farms that have been in families for a hundred years? How do you relocate a farm that was mentioned on the study? You can relocate a house, not a home and not a farm.

From what I understand, this is more than likely a Trojan horse that will upgrade to an interstate. How safe is our water supply, as was mentioned previously, with wells being spoiled by oil spills, by pollution? The environmental impact could be astronomical. This will benefit a handful of companies that have a need to go from Evansville, Rockport to Indianapolis, not the, the entire population of these counties. Farms cannot be relocated. The government -- when we meet with the government this summer, with the governor to get our heritage plaque, we'll make sure that we tell them that. How do you replace the income from these farms, from our county GDP, our real estate crop taxes, et cetera? We can and will fight this. We can fight it, more importantly, to the governor. We can fight it with court actions, and we can also fight it with -- at the polls. Thank you.

Response

Arvin, Mike

2 – Alternatives

3.24 – Agricultural Impacts

8 – List of Preparers

Comment

Hi, everybody. I'm Mike Arvin. I'm a lifelong resident in Martin County whose 143-year-old family farm, established in 1879, is directly in the path of the Mid-States Corridor. In June of 2014, then Governor Mike Pence's Blue Ribbon Panel discussed the need for improved north-south access to the city of Jasper, and, and, and at the end it said, quote, ""Assuming to connect to I-69 at Petersburg."" Having read parts of the DEIS, I couldn't help but notice two routes not -- which are non-existent, the Petersburg alternative to connect to I-69 and the upgrading of highway 231 with truck passes, which I've heard a lot of people comment on that.

How much -- how much travel time to Crane would be saved, and how, how much -- how much damage to the environment? None. What impact would this upgrade cause? How much cost would be saved by just upgrading 231 versus building a new highway through the middle of everyone's farms? In the no build -- in the no build alternative in chapter five of the DEIS, why isn't the, the upgrade included? There is -- there is a no build alternative. Many of my friends and neighbors are under the assumption INDOT is funding the Dubois County corridor. I'm being told the study is being funded by private entities. I see a list of preparers at the end of the DEIS, but there's no mention of a list of donors. Why would the preparers of this study neglect to acknowledge those without whose donation this project would never have gotten off the ground? The old adage, follow the money.

I hope I'm speaking for the majority of the landowners here tonight in saying, we don't want your corridor. Thank you for your two minutes.

Response

Vonderheide, Dean (Mayor, Jasper)

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

Thank you. Good evening. Appreciate the turnout this evening. I think it means a lot to have people engaged in this kind of thing. I do appreciate the fact that the study took place, and it's allowed us some time to digest the numerous inputs from the public. We've got a recommended route. It's based on the criteria that they talked about. Now we need to determine the specifics, which is what I heard you all speaking about this evening. Jasper has 5.9 miles of 231 running through its municipality boundaries. In that 5.9 miles, we have 80 access points per mile. That's 10 times what INDOT recommends, too many access points on 231 for us. That's, that's our problem in town, and you all recognize we've got a problem.

So with that, in the past 16 months, we've had 82 accidents in that territory inside the city limits, on 231, on 231. Now, wear and tear on the road is a big deal. We do have a lot of industry in the area. They've run a lot of semi-trucks and tractors up there, and that's, that's healthy. It's a healthy economic situation right now. We're – I know we're an economic hub, and we're a hub for a lot of things, but you know, that's important for the people in the region. But when you run those tractor trailers on 231 over and over again on those turns, it's going to do wear and tear on that road, and under that road is our infrastructure. It's our water lines. It's our sanitary sewer. It's our gas lines. It's our storm water. And it takes a lot of repair work to keep that up, and we, we continue to face a lot of challenges in that area.

We need to move forward for the future for our region with better access to markets, bringing valuable resources to our area, including human capital, technology, raw materials, tourism, and a lot of other things. The study's just one step in the process. People in this area, like tonight, must engage in what that final solution looks like, and I've been happy to participate in this and to listen to your inputs this evening. But tonight's not the only night. You've got a lot of opportunities to, to provide input. I see you got the red light. I haven't gotten to it. Sorry about that. Thank you for having the forum tonight. I appreciate everyone's turning out.

Response

Richer, Caleb

2 – Alternatives

3.24 – Agricultural Impacts

Comment

All right. Not everyone here has a chance tonight to speak, so I'm going to take a chance to let your voices be heard. By show of hands, who in the room is against this project? Can somebody take a picture of this right now? I want you to send this photo to your politicians, because these are the same hands that drop ballots in the box. My name is Caleb Richer, and I live two miles north of Loogootee on highway 231. I live on a family farm that I own with my brother. This farm has had the same name on the deed since 1961, when my grandparents purchased this farm and raised their family on it. Over that time period, you can imagine the connection my family has created with this ground. Over the years, we have continued to make improvements, from installing dry ponds, field tile, general conservation practices to try to leave the ground better than we started with it.

When we look at this project, like many others, it's always a generalized statement that gets thrown at it, progress. How many times have you heard that word thrown out at projects like this, progress? This is the same term that corporations use when they install wind farms, solar farms and cell phone towers. When I graduated from Rose-Hulman, I began a career as an engineer. This job has allowed me to tour all throughout America. I've went across overseas, seen several parts of the world. I've ever been in a place as beautiful as Martin and Daviess County, Indiana, a place I can call home.

This county is rural and remote, but it's still adequately accessible by the roads that we have today. With only a few minor improvements, these roads could continue to service us for years to come. Martin County's preservation and conservation are examples of true authentic progress. Franklin Delano Roosevelt once said, ""The nation that destroys its soil destroys itself."" I'll repeat that. The nation that destroys its soil destroys itself. Those words still hold true today. We must do everything we can to protect our soil, our most precious asset. If we allow this project to continue, our asphalt covered soil will burden and tax all the future generations to come. Thank you.

Response

Dyal, Doug

2 – Alternatives

3.5 – Relocation Impacts

3.27 – Managed Land Impacts

Comment

Hey, everyone. I and have my children both will be displaced by this, one in Martin County, one in Daviess County, a cousin, various friends. It's not looking good. I do think the additional lanes, passing lanes and such would be a good idea, but I just wrote this to the project office today. While deciding the fate of northern Daviess County, I would like to propose alternatives, since we already gave more than enough to I69. Why does the route skirt West Boggs Lake to the east, then jump across existing 231 bramble, taking farm ground and homes? When it comes up the hill from Boggs, it is within a quarter mile to a half mile from southwestern point of Crane base fence. Would it not be less disruptive and a smaller footprint to, A, petition the federal government for a right of way to the edge of base property, or B, to skirt the base fence and properly -- or property, disturbing few homes and having a good barrier on the east side of the highway, and also a few interconnecting roads. Either way, it would come out between Crane (Inaudible) 231, it would join the existing stretch, 231-69. This would be less disruptive of the area, the fence already exists, cheaper to do with less homes displaced, and could be a partnership with Crane, who's a proponent for this. If you would say that the federal government would not give a few hundred feet of property or hear your proposal, that is just where we are. The people have no say in this, and that is not right.

Another is to bypass cities if necessary and add passing lanes as existing as was done in Knox County to Highway 67. The people who are in Daviess County do not want this, but if it must come, we do not accept this large butchering footprint you have proposed.

Response

McCullough, Tina

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Hello, I'm Tina McCullough. I stand to lose my home or my daughter's home, or the road will go right between our homes, making it impossible to walk to each other's houses. Five or more of my immediate family home will also be lost as well as farm ground trees, businesses, along with 100 or more of all these people here tonight are going to lose a home or farm ground. With our terrible economy right now, I believe a million dollars could be put to much better use than building a road that will run parallel to an existing road half a mile away that has been given \$75 million to upgrade. We know how devastating I-69 has been to our area and the erosion problems that still exist to this day.

Everyone, please rally to save our rural areas that all our families have spent their entire lives working so that their children, grandchildren, and great grandchildren will have a safe and peaceful environment to live in. My choice is no build.

Response

Durcholz, Marisa

0 - Summary

3.5 – Relocation Impacts

Comment

Hi, my name's Marissa Durcholz, and I live in Dubois County. My home and my father-in-law's home and a lot of family land could be impacted by this road. But before we even talk about the road, I wanted to talk about some things that a lot of people don't know about, which is the Regional Development Authority.

Back in 2017, Senate enrolled Act 128, which is a measure authored by state Republican representative Mike Braun and state senator Mark Messmer, both Republicans from Jasper. The bill set up Regional Development Authorities to raise funds specifically for infrastructure projects like highways, bridges, rail lines. These Regional Development Authorities are appointed officials. They are not elected officials. So, it doesn't matter who we vote for really, because these RDAs can keep pushing these projects along.

Now, I know this because my sister was heavily involved in local politics down in Floyd County, and in 2015, she went door-to-door to try and stop these Regional Development Authority, this bill that was passed, okay? Because it takes our voice away, okay? These appointed officials are pushing these projects forward. The RDA has members in Dubois County and Spencer County. No one from Martin County is on that Regional Development Authority.

The Regional Development Authority can accept taxpayer's funds, it can accept private donations, it can accept donations from businesses. When we went to a Regional Development Authority meeting and asked for a list of all of the donors, 90 percent were redacted. We don't even know who is contributing to this project.

Quoted by Mike Braun, he said that there's nothing else like this in the country. The Indiana legislature normally does not embrace new ideas the first one or two times through, and you know why?

It's because it had eminent domain in it. They took out that language of eminent domain, which means the government can take your property, it's just worded a little bit differently now.

The next Regional Development Authority meeting is at Huntingburg Event Center on May 6, 2022 at 4:00 p.m., and I suggest you start attending those meetings. Thank you.

Response

McCoy, Jason

0 - Summary

3.5 – Relocation Impacts

Comment

"Amen, amen, and amen. You'll have to pardon me, I'm not familiar with your local customs, but from where I come from, you say amen after you pray, and that's all I've heard from anybody here or read online for people who don't want this is a prayer. Please don't take our farm. I've lived there so long. My dad this and my grandpa that and the blind fish in French Lick.

It occurs to me that everybody feels like this is a foregone conclusion, that we've got to fight to keep it from happening. That's what it seems like to me. It seems to me like we're praying to people who, according to Mr. Colt, have been hired by private money primarily, and put into place to do a study to determine if we should do it and where it should go. So it feels to me like, yes, they determined that we should do it, right? Now they're going to determine where it's supposed to go. I'll be honest, when I thought it was going through French Lick, I didn't care. But now that me and nine of my cousins are being taken out, I am taking it a little more seriously. My apology for that.

My point is this, primarily. We're praying to somebody, and we're the ones supposed to be running the show, right? I have the utmost respect. Hang on a second. I have utmost respect for these people up here. I know that they've worked hard to do a good job, but they got paid \$6 million to do it, mostly by private money from people in Dubois County who want the Dubois County superhighway. Got the utmost respect for Mr. Schroder up here and Mr. Vonderheide and Mark Messmer and Mike Braun. I consider some of these people personal friends, but I promise you that if this thing goes through, nobody I know is going to keep money in German American Bank anymore, and there's not one single person who's in office right now that's going to remain in office for another term. If you don't want this highway to go through, don't let it go through. Stand up on your feet right now if you feel the same way. Stand up on your feet if you don't want this highway to go through.

Thank you for the work that you put into it, we're simply not going to have it. We don't want it. We won't permit it. Thanks for the time."

Response

McCormick, Ray

3.5 – Relocation Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

Comment

Thank you for allowing me the opportunity to speak this evening. I'm Ray McCormick, a farmer and conservationist. The first question we want know, who's pushing for this? You got a room full of people that are saying we're not for it. So the people that are for it, Mr. Mayor, they need to stand up and hold their hand up and say, ""We're the ones pushing for it.""

When I-69 was going through, we had meetings like this, we had write- ins. 21,000 people wrote in against I-69, 3,000 wrote for it. So, what they're doing here is they're appeasing this by letting us speak, but the millionaires and billionaires are going to push this through. We've had enough of having our tax dollars paid for the condemnation and the taking of land. We don't want our money going for that. Let the millionaires and billionaires pay for it. We don't want to pay for it.

Secondly, Eli Lilly, the chairman of Eli Lilly just gave a speech on why they're taking billions of dollars and moving them out of Indiana. Transportation was not on the list. Education was at the top of the list. We need to be paying and supporting public schools, not taking land away from farmers and homeowners.

Any route that goes through Karst topography is a disaster waiting to happen. Karst topography means any spills are going immediately underground into rivers where you cannot control the spill. Any route that touches Karst topography should be out. Farmland is precious. We shouldn't be taking farmland. I've had gas lines, power lines, and four lane highways go across my farm ground. They put a new four lane across me on 50, and in 2008 to 2009, the White River flooded over the top of it and went over the top. The White River is out of control. It will damage all the farmland at the White River here.

So, if INDOT can't take care of their highways, 231 is an (inaudible) corridor of invasive species that are getting under our ground. Look at 231. If they can't take care of 231 now, do you think they're going to take care of the new 231 going through your land? Thank you.

Response

Arvin, James

2 - Alternatives

Comment

I came back. I came back from Florida. I came back from Europe. I came back home. I'm from Loogootee. I tried to find a place. There's no place. I agreed with the mayor. There's no place to buy. Fortunately, I have relatives on either side of it. They've both spoken today. I agree with them. We need to keep rural Indiana rural. We need four lane highways like we need another hole in the head. 15 miles separates two four lane highways. I don't think we need another one. Let's not do this, and let's preserve what we have in rural Indiana. Thank you.

Response

Niehoff, Bryant (Daviness County Economic Development Director)

2 - Alternatives

Comment

Good evening, everyone. My name is Bryant Niehoff, and I'm the executive director of the Daviess County Economic Development Corporation. My family and I, we live in Montgomery, so about 30 minutes south of here, and on behalf of the Daviess County Economic Development Corporation, I'm here to voice my support for the Mid-States Corridor.

In Daviess County, we've experienced rather significant growth between 2010 and 2020, about 6 percent for our growth community. To accommodate that growth and to accommodate the businesses that we intend to bring to the community, the businesses that we hope to expand here in Daviess County, it's critical to have the infrastructure to support that growth, right? All of the employers that any of you are employed by, right, the employers, the jobs that we hope to bring to this community to increase wealth. It's vital to have the quality infrastructure, and the Mid-States Corridor offers that solution here through Daviess County and the region. Thank you.

Response

Wilson, Darrell (Rockport City Council)

2 - Alternatives

Comment

I want to say just a thank you for giving us the opportunity to speak to you. Quickly, I want to move into the southern part of the route that you're considering that's near the Rockport area. I'm new on the council here at Rockport, and I know -- develop this community with more industry, more economic development. We're on the low end economically here, and we want to see that rise. If we make this Corridor, it will provide a lot of opportunities. It will bring in new business, new opportunities, tourism. There on the river, we're the first exchange that comes from the State of Indiana to Kentucky, and we will take advantage of that opportunity.

So I stand it in favor of the Corridor on behalf of the community and the councilmembers that I serve with in Rockport. I know a lot of this says it will be 64 North, but I think it'll spread the love to us in Rockport. We need that. Also, I'd like to encourage -- and let me address this in Tennessee, they developed a road that I'm very familiar with because I am the recipient of many traffic tickets because my wife -- we go see our grandchildren, and we have a nice four-lane road that goes to western Tennessee, and on the way, 35 miles an hour, out in the county -- no homes, no traffic, at 35 miles per hour. Then, it turns to 45. Then all of the sudden, we got up and see a little sign that says, ""65."" And it lasted about two miles, maybe. It just jumps back and forth. And we get home, we get in the mail that they got a radar system. They've given us tickets through the radar system. Our truckers are refusing to drive at the -- about 60 miles. They're refusing to take that route, which would be a great benefit for truckers. It aggravates the local people to death, so it makes it -- let's not make it a speed trap road. Let's move traffic, and take advantage of what we've got. And thank you for your time.

Response

Yearby, Ferman (Rockport City Council)

2 - Alternatives

Comment

You know, I want to thank you- all for all the hard work you put in on this, and about 42 years ago, Bill Cook started this process because he recognized at that time -- we were having a terrible time in southern Indiana going north, so he got this process started, and -- and fortunately, we've been able to get a four-lane through Spencer County through his work and through others', and now, here we are, 42 years later, and we still are stuck at the Spencer County line going north. And I want to commend Hank and your group for all the work you've done. And I don't know if the public knows this, but this is a historic setting. Most town studies are funded by the state. Well, this is done locally, and I commend you-all for what you've done.

It's very historic. But the problems that Bill talked about, 42 years, still exist, and, people, we deserve better. Now, I know everybody has feelings on all sides of the issues, but we all drive, don't we? So we deserve better. These folks have done their due diligence. They've looked at everything from the impact that it will have on peoples' lives, and I want to commend you on the hard work you've done. And I rise in support of the road, as does Darrell, and it will be of tremendous importance to our city and to our job situation to get that transportation moving forward. We cannot deal with this bottleneck around Huntingburg and Jasper. How much longer are we going to have to deal with that? The time is now to do something on that. They've done their due diligence. Let's go. Thank you.

Response

Brames, Elmer (Dubois County Commissioner)

2 - Alternatives

Comment

Good evening, and thank you for the opportunity to share my thoughts. My name is Elmer Brames, and I serve as the Dubois County Commissioner as well as the Patoka Water and Sewer District Board, the Local Economic Development Board, the Dubois County Solid Waste Board, and other activities in our community. I'm not here in an official capacity, however. I will let other board members express their own points of view. I rise this evening in support of the Mid-States Corridor and the benefits that I believe it will bring to Dubois County and the surrounding areas. I believe that the Corridor will not only make local roads safer, but will reduce congestion around local roads and streets, accomplishing a long sought-after benefit. Perhaps the most important benefit is the improved connectivity with points outside of our community. It will keep our community relevant, both economically and socially, as people and commerce move freely in and out of our area. As with any project like this, we realize there are going to be negative impacts on many individuals and businesses.

I have lived my entire life in this community, so many of these people are friends and neighbors of mine. I expect several of them to rise this evening in opposition. The fact that we differ does not make one of us right and the other wrong. It simply means that we have a different vision, and in the end, I trust we will remain friends and neighbors. My vision was developed by trying to take myself 50 years out to see what our community looks like at that time because what we do today will determine that future. When I do that, I strongly believe that the benefits of the Corridor to our community outweigh the impacts we feel today. Thank you.

Response

Vonderheide, Dean (Mayor of Jasper)

2 - Alternatives

Comment

Good evening. I'm Dean Vonderheide, mayor of Jasper. I appreciate the time it's taken to do this study and to digest all the numbers, the numerous inputs with the public. We now have a recommended route based on the criteria that you've established. Now we can determine specifics. Jasper has 5.9 miles of 231 running through its municipal boundaries. There are 80 access points per mile, or roughly 470 in total that run through Jasper. That's ten times the INDOT recommended amount of eight per mile. In the past 16 months, we've reported 82 accidents along 231 within the municipality.

We had one just three days ago, on my way to -- three-vehicle accident up on 37 -- The wear and tear on the roads and the intersections is brought on by the heavy industrial traffic we have, and this also translates into additional infrastructure maintenance, with the storm water sewer, water, and gas. Very unique, in my opinion. These are heavily-traveled roads, and we need to move forward to the future for our region with better access to markets bringing valuable resources to our area, including human capital, technology, raw materials, tourism, and all those benefits we get from it. The study is one step in the process. People in this area can get involved in finding the right solution. I appreciate and thank you for hosting this forum.

Response

Ackerman, Michael

2 – Alternatives

3.5 – Relocation Impacts

Comment

Good evening, and thank you for the time to share my thoughts this evening. So I come with two hats on. We've had numerous properties over the years that have been impacted or taken because of INDOT projects, so from that standpoint, I feel for anyone that is impacted, should this project continue forward. It's a difficult thing to be able to -- as individual or a private business, to be able to give something up. Yet, on the other side, I look at it from the standpoint that says, ""I'm a citizen of the state. I'm a citizen of U.S. We have to be able to do things to provide for progress."" I've spoken numerous times with folks much older than I am that tell me that we're silly for standing in the way of progress. All we're doing is dooming our children and grandchildren to not have the life that they deserve as we go forward. It's very important, I think, for us to remember of Dubois County is its own economic engine.

We are not a bedroom community of a major metro area, so it's very important that we consider and work toward being able to have an infrastructure that allows our next generations to prosper here. Our failure to do so could end up making us like a -- which, many years ago, were all thriving communities, and no longer are. So I think it's important for us to remember that we have a good economic issue going here, and it's important for us to keep going. So much as my grandfather did about 60 years ago -- he was mayor of Jasper, and voted in favor of the Patoka Reservoir -- I stand here in support of this project moving forward. Thank you.

Response

Kendall, Teresa

2 – Alternatives

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

My name is Teresa Kendall, and I'm from Jasper, and I am very much against this road. It is not needed. Nobody wants it. But the main reason I'm against it is because it's poor planning and lack of communication with the actual people that are going to either benefit or have problems from this road taking their property. Jasper and Huntingburg do not have traffic congestion problems. They have poor traffic management. There's too many ins and outs in the roads, too many people making left turns off of the roads, too many people making right turns into the roads. That could be fixed. Martin County and the rest of Dubois County should not have to pay for poor traffic management by the loss of their property. I am completely opposed to the process of how this is happening. Nobody's voted for this. Has anybody voted for this?

AUDIENCE: No.

TERESA KENDALL: Absolutely not.

AUDIENCE: No.

TERESA KENDALL: No one has voted for it.

AUDIENCE: No.

We need to have more input from the public. Had you done that, you could have found a solution to what problem exists, by working with the existing footprints, not coming up with a different road. A road that is going to parallel 231 is absolutely crazy. We don't need that. We need to do everything we can to help our businesses thrive and make sure that things are going well for the future of all the children in our county, but all you have to do is look at major urban areas like Evansville, Indianapolis, and Louisville, and you're going to find out that roads divide communities, and it creates winners and losers, and the losers here are going to be all the people that have to lose their property just so Dubois County can have roads that could have been solved with better planning, better management on existing footprints. So we all need to stand up against this road. You haven't had a chance to vote on it, but you can in November.

Response

Buechler, Steve (Dubois County Farm Bureau)

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

Comment

Good evening. My name is Steve Buechler, and I am the secretary of the Dubois County Farm Bureau Board. I am here today to speak on behalf of the Dubois County Farm Bureau, and our strong opposition to the Mid-States Corridor project. The Dubois County Farm Bureau is a local grassroots organization that represents more than 800 members across the county, and advocates for agriculture in our rural communities on behalf of our members. After reviewing the newly selected preferred alternative P and the Draft Environmental Impact Statement, the Dubois County Farm Bureau has determined this project will be detrimental to agriculture and to our rural communities. The impacts that this route will have on our farmland can best be read in the project's own Draft Environmental Impact Statement.

It states alternative P has the second highest potential for impacts to row crop agricultural lands. It impacts the highest percentages of prime farmland soils, 38 to 40 percent. Pasture hay impacts greater than alternatives B and C, but less than M and O. This alternative has the widest rating of lost agricultural income. That's between \$977,000 and \$1,426,000 dollars. This wider range is due to the various bypasses at Loogootee. The western bypass impacts more farmland than the eastern bypass. 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 land. Farmers would be irreparably damaged by preferred alternative route P, a route that will split farms through hundreds of acres of farmlands, forests, and wetlands. Outside of the project's impact on agriculture, the Dubois County Board has some major concerns regarding how this project will impact our rural communities. Some of these concerns include the impact on our property taxes, access to rural roads, and the level of timely care we receive from emergency services in our rural areas. The Dubois County Farm Bureau understands how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities. However, the harm that this project that this project will cause to our farmland and rural communities outweighs potential benefits that this project would bring. Again, the Dubois County Farm Bureau is strongly opposed to this project and believes efforts would be better served with upgrading existing roadways. Thank you for your time.

Response

Nowotarski, Mark

1 – Purpose and Need

2 – Alternatives

3.23 – Karst Impacts

7 – Comments, Coordination and Public Involvement

Comment

"Good evening. I know this is not a question and answer session, but I do have one question for everyone that's easy. If you could raise your hands to answer it and stuff. How many up here have read the entire 484-page DEIS? Thank you. Thank you. Reading the DEIS report in full was very disturbing to me, and two minutes is not enough time, so I'll do follow-up with a detailed document. However, I do want to make -- cover a few points. Number one, the entire process regarding the Mid-States project has been flawed, unethical, and leaves -- and needs to be abandoned like the several other studies that have been done in the past. It intentionally did not allow the public any input before a study was considered or approved, and the process used to form the RDA needs to be investigated.

Two, considering route P -- this is interesting. I recently learned from a very reliable source here that this project was never about the western routes, or even going through the karst region to the east. It was about getting an eastern bypass around Jasper, so company trucks have either the fast path -- have easier and faster access to the south. It's amazing to me how the purpose and need statements were refined to meet that version that they originally promoted as a need to improve safety and congestion, but the study had to go through motions so it could position the outcome to accommodate the request - the requested bypass by a handful of businessmen and their political puppets. Huntingburg is already close to I-64 down south, and how about Jasper using state route 162 as an east side route, which has very light traffic on it already.

Finally, while I was at the Odon meeting two days ago, I heard two people from different economic development groups state that new highways will bring more business to their counties. I hate to burst their bubbles, but new highways do not bring new business to rural communities. Smart, sustainable economic plans do. Thank you.

Response

Nowotarski, Carol

2 – Alternatives

Comment

As information has shown with other proposed around different parts of the country, it's interesting to note the similar approach taken to try and justify a route. The standard engineering approach is well established. First, a team determines that a project needs to happen. With the Mid-States Corridor, this team wasn't even the technical experts. Then they hire a group of -- excuse me, a study group to put options together from an official study. Usually, it identifies three options: The do nothing option, the over-the-top option, and then reality, the option they are really wanting to identify as the middle ground.

Again, in our case, there were five options, but if you really study it, there really was three options. The west, the east, and straight up the middle. Another difference is the study from the Mid-States Corridor really did not entertain a no-build option, but they tried to appease us by saying it was the baseline. This is all part of the sales job to convince the public they are doing the right thing. In reality, you can refer to it as the dumb, dumber, and dumbest approach. Basically, they are trying to go through the process to overcome opposition so they can move on to the building phase. This whole process has been referred to as professional engineering malpractice, and a version of it is happening with the Mid-States Corridor. It is time to stop this nonsense. The only acceptable option is make improvements on existing roads that include highway 231 in Dubois County and other existing road for truck route designation. Let's use common sense versus the highway engineer technical sales pitch to justify an unnecessary major project.

As written in the Ten Commandments, thou shall not steal, and thou shall not covet thy neighbor's goods. Remember who's driving this project the next time you vote. Thank you.

Response

Ring, David

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Good evening. My name is David Ring. I'm a little biased to agriculture. I'm going to tell you that up front. I'm a farmer, west of Huntingburg Airport, retired ag teacher from Southeast High School, and we farm. Our farm was founded by our great-great-great grandfather in 1854. I put together a study for Dubois Strong a couple years ago of just the importance of agriculture in Dubois County. Over 6,200 people are employed in production agriculture in Dubois County. I had the county extension agent tell me these are the true numbers. We have three large farm implement dealerships in this county. We have four major egg processing plants.

Dubois County is number one in turkey production in the state, and we're number four as counties go in the United States. Talk about -- somebody's talking about economic drive over here. If that's not economic drive, I don't know what is. In Dubois County, we have also some very large chicken operations. According to Purdue, we're also second in the state in ag dollar sales, which is -- I mean, that's -- that's an economic driver. According to the Mid- States Corridor Draft Environmental Impact Statement, route P will destroy the highest percentage of farmland, row crop ground, 40 percent more than the other routes, at a loss of 1.5 million in agriculture income. The only reason I'm bringing this up again is because this study is based on 2016. If you paid any attention to agriculture, it's probably doubled since 2016, the numbers here. We -- this route will greatly impact our farm. The safety factor of farmers moving large equipment across and down this road will increase danger to both farmers and the traffic more than the current 231. This road was the dream of one man's business to get his trucks out of Huntingburg to a road quick and destroying 2,000 acres of farmland, and many jobs, and many homes. The Mid-States Corridor Impact Statement still has a no-build comment if you read it closely, which I and several thousand Dubois County people support. No build also states it would not destroy any farmland. Thank you.

Response

Eishoff, Elizabeth

2 – Alternatives

3.3 – Social Impacts

3.20 – Groundwater Impacts

Comment

My name is Elizabeth Elshoff, and I live south of Huntingburg near the airport. I would like to comment today on what is not in the DEIS study. There are several issues not addressed in the data for the proposed route P selected or any new -- or any highway. First, there is no data that discusses what will be required once a new highway is built, such as ongoing maintenance caused by stone removal, ongoing road repairs, and extra patrol that will be required, just to name a few. Who will be responsible for these additional and ongoing costs? Next, let's talk about the extra patrol that will be needed, whether it's state police, city police, or sheriff's department. How is the city and our county going to pay and recruit the additional personnel needed when they continue to have a shortage of law enforcement personnel people at this time? Then there is the damage to the environment, starting with chemical runoff from herbicide spray, salt, and brine over the roads that will infiltrate the ground and into the water table.

In addition, our county prides itself in how clean our communities are, but even today, we continue to have a littering problem, and that will only get worse with the new terrain highway. I know because I go out walking to pick up litter each and every time I'm out. Why isn't there any projection for what this new terrain highway will cost in drug trafficking and human trafficking? Yes, you would try to justify that it is not in the study by saying that is all speculative, but why is it any different than speculative statements made in the DEIS to try to justify this road. Our area does not need a new terrain highway that will cause so much destruction and stems from -- except for a few businesses that want, not need, easier and faster travel for their trucks. Please stop this madness. Thank you.

Response

Buse, Katrina

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.13 – Cultural Resource Impact

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Thank you. My name is -- thank you for your attention. My name is Katrina Buse. I am just a resident. I work in the healthcare field, and I personally know some people who live in the path of this route, and other routes. Some will have to leave, and this will devastate them. It will expedite their cognitive decline and functional independence as their environments will change. This home is all she knows, for most of her adult life, and it's her life and her -- In addition to her home, one sibling, a son, and a daughter's home, all four will be taken. This corridor does not directly affect our property as far as being in the direct path, but it does affect our way of life. Our expenditures, the increased taxes for building it and maintaining it for the life of the road. It will increase the cost of police needs, increase the noise and pollution, decrease in the farmland to provide food and land to livestock, and food to our tables, and decrease environmental resources, increase drug trafficking, and it also affects eight above-ground historical sites, four cemeteries, several protected species, and forest ground. It's all in chapter 5 in the comparison. We live and work in rural southern Indiana because we like how it is. And you likely -- traffic as the semi drivers will still need to leave town for deliveries and shipment of goods to and from other factories.

Improved traffic engineering and design are better solutions for less cost and less overall negative impacts for our community. For our population, for general purposes, you take Indianapolis and hop on I-69 to Petersburg, or if we need to get to Louisville, which is one of your two places that are on your -- that you're focusing on, we go 64. It's not that far from Jasper. It does not take that long to get to either of those interstates. We do not need more pavement. We need to improve the current roads we have, 231, and north of I-69. Thank you.

Response

McCoy, Jason

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

"A reporter -- a reporter asked John D. Rockefeller, the richest man in the world at the time, ""How much money do you want?"" And he said, perplexed, ""More than I've got."" More than I got. Just -- just -- just as a show of hands, how many people are not in favor of this? Okay. We're going to build this road and you guys aren't going to do anything about it. That's how it's going to be because we are smarter than you, and we're more superior than you are. We've already decided. We didn't pay this guy millions of dollars to do a study to see if we needed it or how you guys would be affected. We're paying him millions of dollars to blow it up your tailpipe to convince you that this is going to happen, and you're going to let us do it. For about \$10 million, you stopped working on your legacy for your children and your grandchildren. It's just about keeping score.

Close to a billion dollars in this room right now among a few of us, and we want more, more than we've got, okay? And we're going to get it. You can stop us, but you won't. You won't because you're not tapped into your God-given American-born right, your constitutional right to cancel us. You can cancel us, you can stop us, you can take your money out of our bank, you can vote us out of office, but you won't because you're lazy and complacent. So we're going to bulldoze through your families' farms so a few of us can get some more money, and that's how it's going to be. So when you're crying and moaning to your grandchildren and your great grandchildren about how we took it from you, you gave it to us, okay? That's all I ask. "

Response

Arvin, Mike

0 - Summary

3.24 – Agricultural Impacts

Comment

Hi, everybody. My name's Mike Arvin. I'm a fourth generation family farmer. I live on a 143 acres in Martin County, established in 1879. The Mid-States Corridor runs directly through my farm. I spoke at the Crane meeting Tuesday night, and I just want to share with my friends to the south how Tuesday's meeting went. It went well, with attended -- it was attended well, with about 40 people speaking. My Martin County friends and fellow farmers are unanimously opposed to this Corridor as it's presented. And Martin County, as your handouts show, has two parallel highways running north and south within one mile of each other. That's insane. The no-build option doesn't even include the 231 upgrade already funded by INDOT and approved by Governor Holcomb.

I inquired as to who is funding this study, and I've received this redacted list supplied to me, my friends, by the RDA's attorney Bill Kaiser. This is the list. All the black, that's the people they didn't want -- they don't want their name included in this setting. Okay. Okay. Dubois County residents, Dubois County donated \$1,750,000. Jasper residents, your tax -- this is your tax money -- \$1,400,000. Huntingburg residents, \$350,000 -- that's \$350,000 of your money. Your money. All right. On top of that, we've got \$3,701,000 donated by private entities. There's only \$925,000 recorded on this placard right here. That's leaving -- there's \$2,875,000 unaccounted for because they don't -- I don't know why the secrecy. What -- you know, why the secrecy? The many that object to the Mid-States Corridor as presented, please stand up. If you could -- Thank you very much, and have a great night.

Response

Wendholt, Sheila

3.3 – Social Impacts

3.7 – Traffic Impacts

Comment

"My name is Sheila Wendholt, and I am one of many on the coalition to stop within the state border. My home would be just west of the road. Hank Menke, Mark Schroeder, Bill Kaiser and INDOT say this road will be safer. For whom? There will be no overpasses on this road. Do you-all realize this four-lane highway cuts right through the middle of Southwest School District? That means bus drivers from Holland and Huntingburg will pick children up, cross this four-lane highway, pick up more children in Castle and Tobin Townships, go back across the four-lane highway again to bring our children back to Hahn and Huntingburg Elementary Schools.

The same scenario in reverse happens when they bring our children home in the afternoon. Not only will bus drivers cross this four-lane highway with our precious children, grandchildren, and great-grandchildren four times a day, but the 180 mandated days of school, times four, means 720 times a year. The speed limit on this four-lane highway will more than likely be 60 miles an hour, meaning people will, of course, go 70. Having a school buses cross four-lane highways with cross traffic going 70 miles an hour is mind blowing. To endanger our children's lives so people can get to Indy five minutes faster is unconscionable. Hank Menke, Mark Schroeder, and Bill Kaiser work and live on the west side of this road. They don't have to live this road every day like we do. My family has a business in Thurmond. We will cross this road twice a day to and from work. That is 500 times a year. Most of my family lives east of this road. We will cross this road hundreds and hundreds of times a year for work and business with family and friends. The Hank Menkes and the like tell us this road is safer. Not for us. It is a nightmare we will never wake up from. If our community's children are ever hurt or killed in an accident trying to cross this road, we will have no one to blame but INDOT and the road pushers. Two minutes. Two minutes. It took two years to get to this point, and they give us two minutes. That's pathetic.

Response

Hochgesang, Gary

2 – Alternatives

3.24 – Agricultural Impacts

Comment

I just don't understand why we need this highway. You're going to take real good farm ground for no good reason. There is a lot of farm ground that is people's lives, and you want to put a road through there for a few factories. We need our income, and you say that you want to go through a route that won't hurt anyone. Well, you could take 231 and widen it, but no, you want to take our livelihood. Especially you -- I'd thank you to not take any land that you need. It doesn't affect you, so who cares?

Response

Werne, Wayne

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I'm here tonight to oppose the decision about the Mid-States Corridor. While option P, which was chosen as the preferred alternative, was not as ridiculous of a route as routes M and O, it's not as short of a route and consequent impact as option B or C. But ultimately, there is no purpose and need for this totally necessary additional road, to the contrary of what the DEIS claims. Let's be honest. This entire project was cooked up by the money businesses of the region so they can get their pet highway project built. That is the definition of a pork barrel project. People like Hank Menke have no right to redirect state funding to build an unnecessary and vehemently opposed road like this, which requires the outright theft of private property, and the destruction of countless acres of farmland and horse land, commodities we can no longer afford to squander in this day and age.

I will point to the fact that, by law, the no-build option has to be considered as a realistic alternative. That is something that clearly has not happened, which is evidenced by the fact that the initial public meeting comment sheets only gave people which of the build options to pick from. By law, you have to consider the no-build option, and not even including that option pretty clearly proves you have violated federal law by preconceiving a solution to a problem that does not exist. Finally, even though building on top of an existing road would be the best way to improve that highway corridor, even option P proposes to parallel the existing road and destroy needless additional acres of green space, which should be unacceptable to all of us. If option P is chosen, you should be required to put as much of that highway directly on top of existing 231, and not destroy additional green space. Again, I oppose this project in its entirety, and I hope and pray that common sense prevails and it never gets built.

Response

Durcholz, Marisa

0 - Summary

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Marisa Durcholz. My family and my church is in the path of this project. This project is only this far along because the Regional Development Authority. A very important point to make is that RDAs are made up of appointed officials, not elected officials.

In 2017, two businessmen and politicians from Jasper, Mark Messmer and Mike Braun, partnered together on Senate Act 128, which allows the creation of RDAs, and that act was passed by Indiana legislature, and your voices as the taxpayers were taken away from major infrastructure and other projects that RDAs want to support. RDAs receive funds from cities, counties, private donors, and businesses, so when people say this is being pushed by politicians and large business owners, yes, that is a true statement. Without the two environmental impact studies, the road doesn't get built. Jasper gave 1.4 million. Huntingburg, the numbers were mentioned by my friend in Martin County.

So basically, what I'm saying is that next time that the councilmembers are going to vote for more money for the second environmental impact study, we go to those meetings, okay? You need to show up. Just like you showed up to this meeting, you go to those council meetings. We'll keep you informed on the RDA on the Stop the Corridor website, the Facebook page, and we'll let you know when those council meetings will take place. So, yes, I'm calling for action. You must do more than --

AUDIENCE MEMBER: Vote them off the council. That'll take care of that.

Well, just -- you can support in any number of ways. RDA meetings are also open to the public. The next one is scheduled for May 6, 2022, at 4:00 p.m. at Huntingburg Event Center. RDA has a website. It is MidStatesCorridorRDA.com. -- housing shortage at the Odon meeting on Tuesday where over 375 people showed up, most of them in opposition. There were only two economic development people and the Jasper mayor in support of the project. I uphold this question: Where are the people displaced supposed to find something similar to what they have now? My property is irreplaceable. I can tell you that. Lastly, I would ask those in favor of the project to put themselves in the shoes of those who will be impacted. This road will take precious land that's hard to come by, all for a road that follows the same path of an existing road that could be improved to solve the safety and traffic issues for a ton less money and have significantly less impact to the environment than this new preferred route. I also want to think -- want you to think about the increase in pollution, decrease in air quality, the trees that will be ripped down, how new roads impact climate change, crop land will be destroyed, more crime, increase in drug and human trafficking, et cetera, et cetera.

Our community is special for a reason, as emphasized at the Odon meeting. People choose to come back here after leaving other cities. We have great schools, a small community feel, and low crime. A road will drastically change all the reasons we feel blessed to call this area home. Thank you.

Response

Bawel, Doug

2 – Alternatives

3.5 – Relocation Impacts

Comment

I'm representing Jasper Engine and Transmission, and we personally support the Mid-States Corridor for two reasons: Safety and progress.

Safety. If you look at the number of accidents that happen on 231, it truly is an atrocity. Personally, I lobbied and fought with the state to get a traffic light at the intersection of Division and 231 after several deaths. Personally, I'm aware of the tremendous amount of ordinances, ammunition, and explosives that are transported directly through our city to towns along 231 from Crane to various depots throughout the country.

Progress. As a very young man, I remember the debate, the fight, the arguing over I-64. I also remember over in -- 231 between Jasper and Huntingburg. I understand homeowners and landowners are greatly affected. We at Jasper Engine and Transmission were heavily impacted, as our land was cut in half as we have to cross 231 to get three of our plants, through Jasper and back. We -- I get it. Some say, well, this is only going to help those people that are in business. Some say it's for Jasper Engine. No, all of our products go to Crawford County. We're blessed that we have an I-60 bypass, and then we have the improvements to Ferdinand, and now the Ferdinand bypass. Some will say the time saved to Indianapolis is not worth the interruption it will cause. I then ask -- I then challenge -- say to you, we all know traveling on a road like I-69 is much safer than 231.

Look at the facts.

Response

Melchior, Jeanne

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

Comment

"Good evening. My name is Jeanne Melchior. I live in Jasper, and I'm a long-time resident of Dubois County. I have been speaking out against one version of this unjust highway proposal after another for over three decades, and in response to four different studies for various routes similar to this one. All of them for the same reason I speak tonight. A need for this destructive new highway is not by fact, but rather it is a desire pushed forward by a few for the express economic gain of -- you guessed it -- the same few, namely the transportation industry.

Simply put, we need to fix and improve the highways and transportation systems we already have, as they serve us well, not build another new costly highway alongside it at the expense of an entire community, as well as those who would give their homes and their livelihoods. I will submit detailed written comments explaining this further since a limited two-minute comment time is set up to minimize inputs from those who stand to lose the most from this. As I neither sing nor play the guitar, to close, I'll rephrase an old John Prine song. ""Daddy, won't you take me back to Dubois County, down the Patoka where our old home lay. Sorry, my child, you're waylaid in asking. A few fat cats plan a highway to haul it away."" Speak out, folks. Let's improve the roads we now have and take back our community. Let's speak out on behalf of our southern Indiana home and restore what it's all about.

Response

Hanselman, Allen (Schnitzelbank Restaurant)

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

My name is Allen Hanselman. I'm one of the owners of Schnitzelbank Restaurant in town, and what I don't understand -- I know that most of the studies done early on, I guess, were on the west side. I didn't -- I don't understand how it ever got over on the east side. I thought maybe that would be for -- to do with French Lick, and I thought, well, that might have made some sense, going through there, but I understand they're no longer involved in this project, and I don't guess they're kicking any money in on it. So I don't understand.

But our top three tourism attractions in Jasper are Saint Joe's Church, Sultan's Run, and Schnitzelbank, and two out of three of them are going to be impacted, and that is Sultan's Run because we're running over one side of it, depending on where you put it, and you're taking out five of the family homes that run Schnitzelbank. Believe me, they're not going to stay in this community if you take their homes because they're all getting close to retirement age anyway, and they're probably going to move south. But I have a feeling if that happens, we take the recipes, we take the restaurant, and we'll move to -- as far as we're concerned, down in Florida. But, you know, I don't understand why they -- you know, the 161 -- you know, to make that a super two, and then make 257 going into Washington a super two, and connect those two. We're in a very rural area, and they're not taking out all the housing, and it's less tearing up of the land. You know, you're not taking out the housing.

The only reason I think we ever decided that the east side is cheaper is because you put the road in between Jasper and Ireland, and yeah, you're going to tear a bunch of houses out there, but if you get it on the other side of Ireland, out in that area, it's very rural, and -- you know, I'm not saying I'm against it. I'm just saying I'm against where you're putting it in. We're too close to Jasper, and I know Elmer brought that up. Look at 50 years down the road. That road is too close to Jasper, and there's going to be a lot of development yet because the jobs are here. So that's my take. Thank you.

Response

Hauersperger, Sheila

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

I'm Sheila Pfeiffer Hauersperger, and I don't know Sheila Wendholt, but I hope somebody's taking notes for what she had to say about the kids and the crossings because that is scary. You know, right out of college, I lived in Evansville, and, boy, you know what, I learned to drive on 41 by stopping and looking left and right, and I still do that today because of all the people that are killed crossing that highway. So I really appreciated your comments. I'm Sheila Hauersperger, and I'm from Jasper. You're coming to my happy place with this road -- with this highway. I have a cabin out at Idlewild Lake out at -- used to be Jasper Lake, and it's a stone's throw from the new proposed highway.

So I'm probably the now oldest, longest cabin owner and I love it. My parents -- I'm 65 years old, and my parents bought the cabin when I was 18 months old, so I've been out there -- not living there, but out there for most of my life. What I mean by happy place is that place where the dentist says go to when you have something done, or your surgeon says go to in your mind. Well, for me, that is on my raft, in the middle of the lake, with the breeze blowing, and the water lapping up on the raft, blowing me around wherever I go. Jerry, my neighbor, sometimes has the ballgame on the radio. And that's a really nice day. And Jerry and I have been neighbors out there longer than I've been neighbors for anywhere in Jasper and anywhere I've lived. He and I are second generation cabin owners.

In fact, Jerry taught me to whistle before he went off to the Vietnam War, and that's how far back we go. The point is, the peacefulness out there, it doesn't include noise, road noise, which is going to happen with a new highway coming through there. Half the fun of going to the lake is the drive out through the woods, and I know some people here tonight that are going to lose their homes because of that. I remember my dad going through the woods, and going over the humps, and we just had the fun of our lives going through there. But my point is, Bud and I -- my husband and I and have a daughter, and she lives in Indianapolis, and certainly, we'd like to get there faster to see her. It's a tough choice, but when it comes down to it, I would like to pass on the peacefulness of the place to her and to my family, and my sisters and families, in the long run. I mean, I'm concerned that the roads will destroy all of that peacefulness out there. We swam, we fished, we -- my dad taught me to pick up frogs, we sledged, we skated, all of those things, but when the pandemic hit, that was the first place that I went to. I wasn't in my raft in the middle of the lake, but I was in the woods in the back, and I don't need to go through all of the -- the wildflowers, and the bluebirds nesting, and all of the things that are out there.

All of you people that have property and land in the country know about that. But that was our salvation. We have eagles now up there, and, you know, I'm afraid now that, sometimes when I'm on a raft, they're thinking I'm dinner. But you know what? I'm worrying a lot more about that road than I do those eagles because I can roll over and go in the water in a minute. The point is -- I'm going to close with -- you know what? I grew up in Jasper. I grew up, up the highway, the first house on the right, the big red brick ranch house my parents built. So I grew up with the trucks going up and down that highway, the Coca-Cola trucks that went up and down. That's where I'm at. But my mom and dad always had the lake. They always had the cabin. They always had that to get away from all that noise,

Mid-States Tier 1 DEIS Comment**Page 2 of 2**

and they were all about location. We could walk to school, and they could get to their jobs easy. But the lake always provided that buffer from all that. So I guess, in conclusion, you know, these people who have generations of family farms and homes that are going to be destroyed, and our cabin is going to be affected, I mean, where does it ever end? I mean, I've had this my whole life, and I have that place to go to, but now -- you know, my parents built that house on the highway. By choice, on the highway.

But this, now -- this road is coming to the place where we go to get away from that traffic. It's not by choice. So I just wonder, where does all that end? Here we are again. Anyway, thanks.

Response

Cole, Ed (Dubois Strong)

2 - Alternatives

Comment

I'm with Dubois Strong, and I'm here to speak in favor of the Mid-States Corridor. The future of economic growth of Dubois County and southern Indiana is heavily dependent upon our ability to connect to the state, country, and the world. We live here, we work here, we choose to start businesses, all based upon transportation and connectivity. Big factors in the business expansion and business attraction decisions are based upon supply chain and supply cost. Dubois Strong and Hunden Strategic Partners conducted a study of the Mid-States Corridor's estimated economic impact over 30 years.

It will just -- excuse me. It will generate \$1 billion per year in new spending in Dubois and Spencer Counties. 4.3 million a year in total tax revenues. 700 construction jobs, 7,000 new permanent jobs within the two counties. The jobs will generate new earnings of 10.7 billion, or more than \$300 million per year over the 30 years. A 50 percent reduction in accidents in Dubois County, leading to over 90 million in annual savings. Tourism and hotel development will also expand, and the ability to support 550 new hotel rooms. The building of the Mid-States Corridor will spur a population growth in both counties of nearly 8,000 new residents over the next 30 years. The building of the Mid-State Corridor is very important for our economic future."

Response

Linville, Mary

3.3 – Social Impacts

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Dear Mid States Corridor Project,

I am writing to urge you to save my family's farm and other farms threatened by the Mid States Corridor route.

My family owns a farm in Whitfield and has owned it for well over a century – since 1839. While I do not live there, several family members do, and I still consider it home. The farm and other century farms represent a legacy of Indiana and American families seeking a way to make a better life for themselves and their descendants. The cultural and historical impact of these farms is invaluable. As well, they are the embodiment of Christian social teaching of care for creation, stewardship of the earth, and providing food for others.

These farms are still in production, and the farmland that will be taken away by the highway is very productive. Family farming in general provides economic, environmental, social, and cultural functions. Family farm activities are crucial to feeding others, combating hunger and fighting malnutrition. They also protect biodiversity and environment and support the ecosystem. Agricultural production needs to increase to meet the demands of a growing world population.

The route would destroy much productive land and any future legacy for which my family can hope. The small amount of travel time savings is far outweighed by the disadvantages of destroying this farm. I am urging you to reject any new terrain routes for the Mid States Corridor and instead focus on improvements to make existing routes safer and more effective. Please save our home.

Response

Mehringer, Annette

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Stop the mid states Corridor.

Let's band together to get this road stop. The P route will take the home and properties of quite a few rural and farm families, with no substantive benefit to any of the rural landowners throughout the area or to those living in any other towns it bypasses.

It is time to say no to anymore studies, how much money has been wasted on this project. We need to do what it takes to improve the existing US 231 and take this unnecessary highway off the books for good.

When you really stop and think about this road, it really is no benefit to anyone who really cares about living here in Dubois County. Maybe to a few who really do not care about their neighbors.

So let's get this road STOPPED!!!!!!!.

Response

Weisheit, Dennis

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

This new road is about saving time to drive to Indy or Chicago, maybe you ought to consider how much extra time, when minutes really count, for police, fire trucks, first responders or an ambulance to arrive at your home if there's limited access only instead of the route you have today with US231.

As US 231 is now, you can get everywhere. With city streets, county roads and private drives to homes, farm fields, shopping centers or business places all along it. If you have to cross this new road just two visit your neighbor it might take a while longer. What about farmers moving big equipment?

America needs houses, food and trees for lumber and to help clean the air, not bigger, faster roads to get to the same place.

This new road would probably bring in more outside traffic with its added noise, fumes, road trash and the occasional multi-vehicle wreck.

If the mid-states corridor does happen will use 231 & 56 be less important and not be kept up?

My home is between the proposed lines. The house is all like others in the area, built in 1906. I'd hoped to have here my whole life in this one house, almost 70 years so far, now I might be forced out. So if you're asking; no I don't want to be forced out of my house or off my land. This land should be for crops and wildlife, food and hunting not extra roads. People can't eat blacktop, concrete, or guardrails! Please consider.

Response

Lowe, Julia (Indiana Sierra Club, Executive Committee Chair)

2 – Alternatives

3.9 – Air Quality Impacts

Comment

I'll oppose all routes suggested in the Mid- States Corridor project. I oppose all new terrain suggestions from this project.

I support the “NO BUILD” option and I support improvements to existing route 231.

This project is supported by few and the majority of people have made it clear to this group that they oppose it. It is fiscally irresponsible and has not been properly studied. There is no need for this new terrain highway.

Again, this entire project and the study is proof that a new terrain highway should not be built. The improvements to the existing US231 are all that is needed. Let's save the communities a lot of grief, taxpayer dollars, future financial burden, and devastation to the environment and climate issues.

Response

Methena, Lisa

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This project, for this area, is so wrong.

Please do not destroy our farmlands, family legacies, people's lives and our homes.

This project will impact wildlife, animals, birds, everything that makes this area so wonderful to live in. The hard working people of these communities do not deserve to be put in a situation that would take away their land, lifestyles and security that come from both. This needs to be put up for a vote in all counties it would impact.

Response

Myers, Connie

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

This project, for this area, is so wrong.

Having been born and raised in Dubois County and returning there 3-4 times monthly to visit family, I understand the frustration of slow traffic through downtown Jasper and Huntingburg. But a new bypass road would not only negatively impact farmland, it could also keep travelers out of two cities that benefit from those travelers' dollars. I've met so many folks who know Jasper and Huntingburg because they travel through on their way south. They rhapsodize about the food at the Schnitzelbank and the beauty of St. Joseph's. They've often stopped off in Huntingburg to shop 4th Street. Highway bypasses have killed towns in the past; I don't want that to be Jasper or Huntingburg's future.

I hope and pray I'm wrong about the potential negative impact of the Mid-States Corridor. But should it be built, I doubt I'll be stopping for gas and a quick meal in Loogootee on my way to Huntingburg anymore, which is my usual habit. Instead, I'll likely fill my tank at home before leaving and drive straight through. Multiply the loss of my \$50 deposit into Loogootee's economy by a number of other travelers like me, and witness my concern for all the bypassed towns.

The proposed plan includes improvements to Hwy. 231. Might those improvements alleviate enough congestion to satisfy local businesses? Industry is vital to our communities, but must it rule decision making?

Response

Weimer, Glenda

2 – Alternatives

3.24 – Agricultural Impacts

Comment

Recognizing the following facts:

- 1) Dubois County (especially Jasper region) has major infrastructure costs and congestion associated with the current Hwy 231 layout
- 2) The RDA DEIS project solicited funding and the study began and was predominantly completed prior to Gov Holcomb's announcement in July 2020 of \$75 million being allocated to upgrade the existing Hwy 231 from Dale to I-69.

I propose the 2nd phase of narrowing down the Mid-State Corridor include an option in which the RDA's preferred engineering team will take into consideration the INDOT improvements to be made to Hwy 231 which is much sooner than the Mid-States Corridor will even break ground. As such, one layperson's look at the terrain (topography maps) and congestion would be to consider building a bypass around the east side of Jasper utilizing where possible undeveloped/underdeveloped/unused land zoned for industrial purposes. This section should have entrance locations - minimally one to the south and one to the north of the bypass. This section will combine into the existing Hwy 231 somewhere around Huntingburg (similar to existing plans) and continue using Hwy 231 as currently planned south to I-64. The biggest deviation from the preliminary proposal would be to utilize the existing Hwy 231 starting at the Haysville bridge and continuing north to I-69. In addition, the RDA should consider reallocating proposed private funding for the Mid-States Corridor to supplement the existing INDOT improvements of Hwy 231 north of Haysville. The existing improvements slated for Hwy 231 already include passing lanes, turning lanes and improvements to certain intersections to permit ease of semi-truck turns. It also includes 4 lanes running thru Jasper. Potentially, the 4 lanes (with INDOT concurrence) could be downsized to turn-lanes since a bypass would be part of the Mid-States Corridor plans. A financial study of only turn-lanes combined with the bypass option would need to be coordinated with INDOT's current plans. Recognizing there may be limits to how the current available funding overseen by the RDA can be used might not include any actual construction yet, that same funding for studies could potentially be combined with INDOT for the financial study of combining a bypass to the existing Hwy 231 connections.

The current proposal of new terrain north of Haysville will result in many farmers unable to directly access sections of their farm as it slices thru farmland with limited access points and over/underpasses along county roads. This will result in situations where farmers may have to travel upwards to 10 miles to care for the cattle or deal with hay/crops which can be seen from their house.

While I personally would like to see the entire corridor stopped, I do recognize its long-term benefit to industry in and around Jasper. I hope your oversight board and the next phase of studies will at least consider some of the options I have proposed.

Response

Roach, Victoria

2 – Alternatives

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I urge you to REJECT any new-terrain routes for the mid states corridor. Instead, focus on improving existing roads and bridges. My home is in the alternative P. We have 10.21 acres. Our woods has several small creeks. There are many large trees. We have lots of wildlife. Bats, eagles, woodpeckers, wild turkey, turtles, deer, and many other birds and animals live and pass through our property on their way to West Boggs Lake. Our neighbors are Amish. Their culture depends greatly on their land. My family's farmland is also in this path. We have worked hard to make our home accessible for our severely handicap son. A new road would greatly disturb the local environment and culture. My family and I pray for the few folks who want this to happen. We trust Our Lord, Creator and Savior's will be done on earth as it is in heaven.

Response

Schroering, John

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

WE DO NOT NEED OR WANT THIS ROAD! We NEED to improve the existing roads and bridges in this state as stated by the Federal Highway Administration. The cost per mile projections do not BEGIN to cover the supposed benefits. I am FURIOUS that NO PUBLIC INPUT was provided before a determination to move forward with a study and I strongly oppose using ANY tax money for further studies. WE DO NOT NEED OR WANT THIS ROAD!

Response

Hasenour, Donna

2 – Alternatives

Comment

Don't need this road improve 231, repair roads that we already use as they need repaired!!!!

Response

Wigand, Sandy

2 – Alternatives

Comment

I am opposed to this highway. I live on South Meridian Rd. in Jasper. It may benefit a small minority, but it is not necessary. Improvements to existing roads (HWY 231) would more prudent.

Response

Durcholz, Marisa

0 - Summary

2 – Alternatives

3.9 – Air Quality Impacts

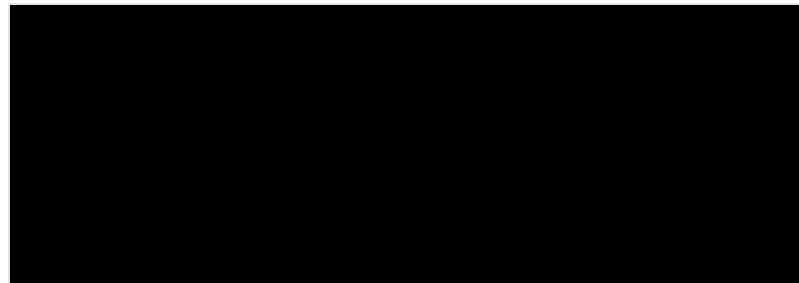
7 – Comments, Coordination and Public Involvement

Comment

Other states are listening to their constituents and the experts and determining that new roads or expansions are not always what is the best for a community.

“Highway expansion has been the primary solution for many DOTs when faced with solving congestion issues. Strong Towns has been advocating that this never works, and only creates more traffic congestion while leading the community into debt,” the group explained.”

[Two States Cancel Highway Expansions After Years of Planning](#)

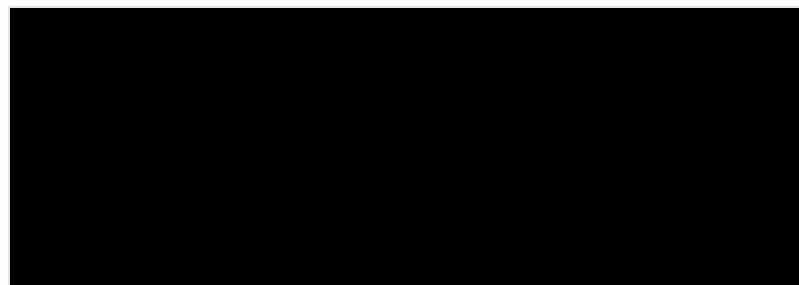


Two States Cancel Highway Expansions After Years of Planning

Advocates in favor of scrapping highway projects hope that increased public pressure and scrutiny from the Biden...

Ohio Department of Transportation also recently scrapped a road project. "Cost estimates were in the billions with a 'B,'" said Breanna Badanes, ODOT's spokesperson for central Ohio. "That price tag was a huge hinderance in advancing these concepts. Plus we also had public feedback to consider."

[ODOT nixes changes to U.S. 23 in Delaware County after reviewing public feedback, cost](#)



ODOT nixes changes to U.S. 23 in Delaware County after reviewing public ...

After ODOT reviewed six concepts proposed to alleviate congestion on U.S. 23 in Delaware County, it determined ...

I support the planned improvements to US 231 only. I do not support any more taxpayer money to be spent on environmental or other studies or any future road construction that will only encourage more driving, increase pollution, contribute further to climate change, and waste money that could better be spent elsewhere.

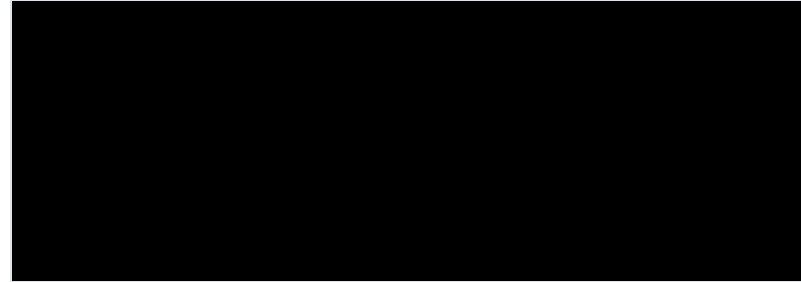
This project only made it on Indiana's radar again because of Senate Bill 128 written by two Dubois County politicians. The bill allows private funding towards infrastructure projects. It's nice to know that big business controls the agenda rather than actual need. We can't even maintain the roads we have now. Let's not build new roads that will cost billions for future generations to maintain.

Would be nice to know the names of all the businesses that contributed toward Tier I Environmental Impact Study, but we were told there's some Indiana law that allows donors to remain anonymous when donating to a public entity. The legal citation has yet to be provided to me by the Mid-States Corridor Regional Development Authority (RDA) legal counsel - I sent the request via email 5/26/22. The RDA is not really a public entity. This is a public-private partnership, and to my knowledge based on a quote from Mike Braun himself that there's nothing else like Senate Act 128 in the country, or at least not when it passed. So if there was nothing else like it anywhere, how was there already an Indiana law that allows donors to remain anonymous, or maybe a citation was added to the existing law that covers this area??

This goes against our democratic principles in this country, totally removing the voice of the public and then allowing funding to take place in secrecy. This is appalling! A donation to a public purpose road project should not be allowed to remain anonymous. Someone needs to please provide me with the law on this so that I can read it myself and the public can be made aware.

The public wants to see with their own eyes if there are any conflicts of interest in the businesses that donated and who might financially benefit in the future should a contract be awarded. I applaud those businesses that donated that were willing to disclose their name - it shows integrity and that they have nothing to hide. You have to ask yourself, why would a business that donated to this specific project that is supposed to be so great for the community want to remain anonymous? There's over \$2.5million of donated funds that are remaining behind a veil of secrecy.

Please see attached pictures and include them with this formal public comment in the final EIS along with this email. Are the people that will touch this project in any way all ok with the attached pictures? If not, do not remain silent. Leigh Montano didn't remain silent and you don't have to either. ['We're going to displace people': Person who worked on Mid-States Corridor now opposes road](#)



'We're going to displace people': Person who worked on Mid-States Corridor...

Leigh Montano, who helped compile the environmental impact statement, said the Mid-States Corridor will displace...

I hope Senate Act 128 is repealed because what is happening first to Dubois and Martin Counties will be happening all over Indiana now that there's a law that paved the way without public input. The public was railroaded with that law.

Those in state agencies, you have the authority to stop the Mid-States Corridor project. This road is unnecessary and a waste and abuse of taxpayer money.

Mid-States Corridor Regional Development Authority

212 West 6th Street
Jasper, Indiana 47546

List of Donors and Contributions

NAME	TOTAL PAYMENT TO DATE
Jasper Engines & Transmissions, Inc.	\$450,000.00
Radius (RIF) / Jeff Quyle	\$300,000.00
Memorial Hospital and Health Care Center	\$100,000.00
Ackerman Oil Co., Inc.	\$50,000.00
Cook Group	\$10,000.00
Spencer Industries, Incorporated	\$10,000.00

21417815

Universal Technologies, LLC	\$2,500.00
Blackbird Manufacturing, LLC	\$200.00
Unique Granite & Marble	\$200.00
Olon Industries, Inc.	\$3,000.00
TOTALS	\$3,701,733.34

Mid-States Tier 1 DEIS Comment

Page 6 of 6

Also insert three PDF files at S:\ 2017\117-0086\Task 10.1 - DEIS Comments\Word Comments_Final\0553_Durcholz

Response

Durcholz, Marisa

0 - Summary

Comment

Hello Again, I forgot to add a reference when doing research on public-private partnerships and "economic development" agencies which is essentially what the Mid-States Corridor Regional Development Authority is - an economic development project disguised as a road.

"In states where a PPP already exists or a new one is being created, the report recommends strong accountability safeguards, including:

- Maximum transparency in decision-making and finances, including adherence to state open records rules
- Strict conflict of interest rules regarding staff members and boards of directors;
- Strict rules barring favoritism and "pay to play" in connection with companies doing business with the PPP

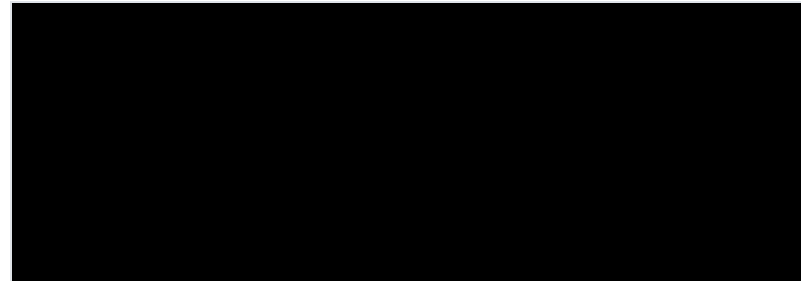
The report also recommends that PPPs be funded entirely out of public revenues with full legislative oversight. If private contributions are deemed necessary, they should be in the form of mandatory fees imposed on companies applying for and/or receiving subsidy awards. Barring voluntary contributions will make it easier to avoid the problems of favoritism and pay to play."

[Report: Privatization of State Economic Development Agencies Can Undermine Integrity and Accountability | Good Jobs First](#)

Report: Privatization of State Economic Development Agencies Can Underm...

"Based on this persistent pattern of abuses, the report concludes that the privatization of economic development agency functions is an inherently corrupting action that states should avoid or repeal...taxpayers are best served by experienced public-agency employees who are fully covered by ethics and conflicts laws, open records acts, and oversight by auditors and legislators." Indiana is referenced in this article due to criticism over Indiana Economic Development Corporation's job creation claims.

[Privatized State Development Agencies Create Scandals Rather than Jobs | Good Jobs First](#)



Privatized State Development Agencies Create Scandals Rather than Jobs |...

Report: Privatized State Development Agencies Create Scandals Instead of Jobs Analysis of Arizona, Florida, Ind...

Add two PDF documents at S:_2017\117-0086\Task 10.1 - DEIS Comments\Word Comments Final\0554_Durcholz

Response

Mayfield, Diane (Ledgerwood)

2 - Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I was born and raised on Ledgerwood farm, originally on east and west sides of 231 south of Farlen. My daughter lives now in the family home and my brothers still own the farm ground. If the new road is built it will not affect our property, but I am strongly against making an entirely new route. I think it is foolish and not environmentally sound to take multiple homes, farms, wetlands, trees, and wildlife habitat, ESPECIALLY if it's just to build a "Super 2"!! Even if it affected my family property, it would still make much more sense to widen existing 231 and install passing and turning lanes. Yes, some folks would be forced to move but there's already a road that could be modified to accommodate traffic. An example: Hwy 67 from Bicknell to Vincennes was improved in this manner approx. 30 yrs. ago. Somehow, we have to stop covering this planet with more concrete!!

Response

Smith, Karen

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.12 – Construction Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Regarding the Mid-States Corridor Highway, I strongly support the “no build alternative,” which would mean no new terrain being torn up. Although INDOT’s Draft Environmental Impact Statement indicates “Alternative P” as the preferred option over the more environmentally destructive Routes O and M, it also calls for construction of a new terrain highway paralleling part of U.S. 231 at a cost of almost \$1 billion. I consider this unnecessary and terribly wasteful since Indiana is already spending \$75 million on upgrades to U.S. 231 to accommodate increased traffic. In addition, as the Indiana Forest Alliance points out in a May 6, 2022 “Forest Flash” regarding this proposal: “The new highway will destroy many homes, a square mile of forest including a nature preserve, more than a thousand acres of farms, and hundreds of acres of wetlands, and be a deathtrap for countless wild animals that will now have to cross two high-speed roads in close proximity to move through the area.”

In the context of our rapidly changing climate, Indiana needs to make forward-looking decisions regarding infrastructure, including road construction, choosing options most likely to benefit not only humans in their built environment, but also protective of the land, forests, waterways, wetlands, air, and wildlife on which we all depend. Sadly, Indiana currently ranks toward the bottom of states in terms of air and water quality, yet state legislators continue to pass environmentally unfriendly bills. As reported by Sara Bowman in the Indianapolis Star on March 22, 2022, the Sierra Club’s Hoosier Chapter looked at legislators’ voting records on energy and conservation bills from 2014 to the present, such as a bill last year that removed protections for most of Indiana’s few remaining wetlands. Bowman notes that “the environmental advocacy group believes Indiana legislators are putting the state on a dangerous path . . . and officials are refusing to listen to the concerns of Hoosiers” (<https://www.indystar.com/story/news/environment/2022/03/22/indiana-environmental-bills-lawmakers-flunking-state-pollution/7094262001/>).

As one of many Hoosiers who regularly contact state legislators and other officials regarding environmental issues, I am deeply concerned when I see the health and quality of life of Indiana residents jeopardized by decision-making that prioritizes the demands of industry and wealth. Indiana can’t be a good place to live, work, and raise a family if the air, water and soil that sustain us become ever more degraded due to lack of stewardship, foresight, and appropriate regulation. For this reason, I strongly urge INDOT to think of the future and choose the “no build alternative” for the Mid-States Corridor Highway project. Construction of a new terrain highway paralleling part of U.S. 231 would be far too costly—not only in terms of dollars, but even more because of negative impacts on local residents, including farmers, and their properties, and native wildlife populations and habitat.

Response

Bettag, Mary

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

So very tired of having taxpayer money going to unnecessary projects like this one. How about we use the existing roads and just improve them? There is no justifiable reason to take more farmland and remove homeowners, just to accommodate big businessmen.

Sadly, when politicians are on the side of big business, the ordinary taxpayer is rarely heard.

No, I am not a landowner affected by this, nor do I personally know anyone who is. This is just a common sense viewpoint.

Bottom line, WE DO NOT NEED THIS!

Response

Brammer, Marcia

2 – Alternatives

3.17 – Floodplain Impacts

3.21 – Forest Impacts

Comment

As a lifelong , contributing member of the Hoosier state, please register my protest against this new highway . From my readings , the most needed roadway is bypass around a couple small cities. In this time of environmental devastation, the LAST thing we need is any deforestation! . Flooding is becoming more common (worldwide and Midwest) ; THIS is a problem looking for an answer, the solution is NOT more paving of our state!!

Response

Stoll, Amanda

3.3 – Social Impacts

3.8 – Title VI/EJ

3.24 – Agricultural Impacts

Comment

I need right on the outside of the lines for the projected path of the new project and my concern is what will it do with the safe of the Amish in my area. Some will be on the opposite side of the school that their children attend and children from the age of 7-14 would have to cross both directions of traffic twice a day in their small little horse drawn buggies or bicycles. I am afraid that the safety would be a huge problem. The other concern I have is for the school buses that would have to cross multi lanes of traffics several times. Taking out more farm land is only going to cause more cost of gas and food prices. No one is going to be able to afford to drive!!!! If you took 1/4 of the money that you would be putting into this project and maintain and current highways that we have everyone would be happy.

Response

Geisler, Chad

2 – Alternatives

3.7 – Traffic Impacts

Comment

What studies are being conducted or taken into account to measure the changes in transportation which will impact the reasons for the need for the new roadway?

As part of the analysis before we spend Billions in infrastructure for issues of today. What shifts in transportation are we reviewing for 20 years in the future? What evolutionary changes in transportation are we considering, analyzing, and including in the assessment?

Will the need and challenges be the same as they are today?

For example:

Self driving vehicles?

Electric vehicles

Additive manufacturing (3D printing)

Response

See Comment 0619. Detailed version of this comment.

Brown-Salsman, Timothy

3.10 – Noise Impacts

Comment

I am all for the bypass but only hope some type of sound barrier like raised earth and trees or a wall would keep traffic noise from our peaceful town.

Response

Verkamp, Roger

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I do not support the new mid states corridor. I think that the benefits from the new road do not outweigh the costs. The homes and farms that will be lost are the main costs that I am concerned about. Also, the money would be better spent on improving existing roads. Adding more turn lanes to the existing 231 and adding some passing lanes to 231 would be a much more cost effective way to improve transportation. Do not take someone's home or farm for this idea that we need a whole new road. Thank you for listening to me.

Response

Freeman, Ryan

3.4 – Economic Impacts

Comment

Please reconsider not by passing Loogootee. The town relies heavily on the income travelers bring. This is big for future generations of the communities.

Response

Seals, Jody

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

Comment

I believe that the Mid States Corridor is a bad idea. It will destroy crucial farming land, wetlands, and destroy generations of homes. It will not save any huge amount of time with travel and is a horrible idea. It is destroying more than helping.

Response

Smolecki, Cheryl

2 – Alternatives

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

Please simply upgrade 231 to avoid needless destruction of beautiful nature areas and old growth forests.

Response

Boklund, Robert

2 - Alternatives

3.21 – Forest Impacts

3.27 – Managed Land Impacts

Comment

As a former resident of the Hoosier Hills region of Indiana, I strongly object to the placement of any new terrain highway through our magnificent Hoosier National Forest. Our national forest is by far is the largest forest in the state, with most abundant forestry and wildlife resources. It must NOT be looked upon as "vacant land", which it most certainly is NOT.

Gantz Woods Nature Preserve is itself a special part of this forested land. It must NOT be destroyed, especially for any new terrain highway.

Highway 231 could be upgraded, if necessary. But NO new terrain thoroughfares for this area are needed here.

Thank you for the opportunity to address this matter.

Response

Earley, Eve

2 – Alternatives

3.3 – Social Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Please reject any new-terrain routes for the Mid-States Corridor.

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.

Route P would cause the loss of 629 to 923 acres of forest, 419 to 607 acres of floodplain, and 39 to 56 acres of wetlands.

It would negatively impact communities, farms and businesses.

Route P's main benefit is as a truck/freight corridor but would only reduce truck hours by 1%.

Response

Uebelhor, Perry

2 - Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

My name Perry Uebelhor and I live within the alternative P route at 1145 E 190 N Jasper, In. 47546 and I am opposed to the whole Mid-State Corridor because # 1 of course I don't want to move this property, I've owned for 29 yrs. and find a suitable and comparable property to live at (Think how tight the real estate market is now, then add in all the P route residence folks looking for a new place to live.) Plus, my two children like this property and likely would like it to be one of their homes one day. We have had the future in mind here as we have young fruit trees planted and improvements have recently been done to the house. For all the disruptions this corridor will cause I feel the negative impacts far outweigh the positives of it .

So many homes lost, farmland being taken and divided. My easy route to my workplace, UB Klem Furniture is 3861 E Schnellville Rd. I'm sure it would become much more difficult and probably more lengthy because I would then have to cross the new corridor to get to work. All this so several companies with trucks can save a few minutes to get to larger roads quicker . It's not very considerate to the public at large and the large burden the taxpayer will incur. Especially considering crude oil being so high affecting the cost of asphalt and the higher cost to operate all that machinery to build this corridor.

Response

Consley, Nancy

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Nancy Consley and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route. Actually, I am opposed to any type of new highway that will end up destroying our environment in Southern Indiana. Also, it will destroy a lot of valuable and productive farmland, displace families and their homes, while cutting down acres of forest land. It will be especially detrimental to the future of our town of Loogootee. This new road makes no sense.

I along with many others I talk to want to keep what we have in Southern Indiana special. The improvements that are identified in the current US 231 will be sufficient for improving traffic flow and can be done without destroying people's homes, farmland, business and ruining our environment. Preserve and fix what we have, we don't need a new highway. Please listen to the majority of the public and stop any further study or work on this proposed project.

Thank you for your time and attention to this proposed waste of taxpayer's money.

Response

Roach, Jonathan

2 – Alternatives

3.8 – Title VI/EJ Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I urge you to REJECT any new-terrain routes for the mid states corridor. Instead, focus on improving existing roads and bridges. My home is in the alternative P. We have 10.21 acres. Our woods has several small creeks. There are many large trees. We have lots of wildlife. Bats, eagles, woodpeckers, wild turkey, turtles, deer, and many other birds and animals live and pass through our property on their way to West Boggs Lake. Our neighbors are Amish. Their culture depends greatly on their land. My family's farmland is also in this path. We have worked hard to make our home accessible for our severely handicap son. A new road would greatly disturb the local environment and culture. My family and I pray for the few folks who want this to happen. We trust Our Lord, Creator and Savior's will be done on earth as it is in heaven.

Response

Wittmer, Jennifer

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I have a 40 acre farm and my home along 231 . I put all of my money I've ever worked for to find my dream home and I found it in 2014. My property is farmed every year making produce for our state, the money farming , also helps me pay off my home . The proposed road will take more than half of my farm and maybe my home/ shed to supply my farming tools . It will destroy tons of other families homes and income. I bought the home because it is secluded and peaceful. Stripping people's homes and income to save 7-10 minutes driving and spending a billion dollars building the road is nonsense. Please do not strip our homes and farms from us to save a little drive time , if any . It will destroy forest and do damage to everyone's lives involved. It may be easy for someone that it does not affect to make that decision, but please think about the lives and destruction it will cause . I may not be able to afford my home because my farming will be stripped from me. I will have a highway in my backyard , and no way of paying off the house I once called my dream home because of the seclusion.

Response

Rehl, Edith

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

Who exactly is benefiting from this crazy idea & why is it even going to be done? It's not going to do anything except tear up farmland that we need & cause a lot of extra work for farmers & their neighbors. This is going to dead end a lot of County Roads, causing farmers to drive an extra 10 miles or more to get to their animals & crops that they can see from their house, unless you are going to put in several overpasses, which I doubt, because those involved in this don't care.

If you want to do some good for this State, fix Highway 50 from Shoals, IN to Hwy. 37 which goes from Indianapolis past I-69 to I-64. Hwy. 50 has to be one of the worst highways in Southern Indiana.

Of course, I realize some businesses, representatives, governors & other political Officials are going to make money off of this. It will make Loogootee a ghost town & disrupt a lot of good people in this area.

People like Braun & Mesmer better think twice if they want re-elected.

Response

Schmucker, Connie

2 - Alternatives

3.17 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.27 – Managed Lands

Comment

Please DO NOT BUILD this destructive new terrain highway as proposed in the Mid-States Corridor Highway project plan.

Thousands of acres of forests, wetlands, and farmlands will be ruined by the new terrain construction in Route P for no justifiable reason and at great cost to taxpayers.

Documented habitat for species like the endangered northern long-eared bat and the bobcat will be razed.

The rich hardwood forest and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County will be demolished for another unnecessary highway.

Indiana is a state that has very few pristine land, the thought of this area being destroyed by a new terrain highway is unconscionable. We should preserve as much land as possible and instead upgrade US231.

I am opposing any new terrain construction, including Route P. Instead INDOT should pursue upgrades to existing US 231 only.

Response

Webster, Mary

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Information

Comment

First, I want to state why I personally wish you would stop the Mid-State Corridor. My husband, Max, will be 74 years old in October. He has lived on this same road for all but four years of his life. Those four years were spent in the U.S. Air Force. Max's parents were moved off what became Crane Naval Base in 1941 when their daughter was just 1.5 years old. They purchased 80 acres of land that is just approximately ¼ mile up the road from where we live. They purchased the 20 acres where we live in the early 1950s. We built our home on these 20 acres, mainly by our own hands and help from neighbors and moved into it May 1981. So, you see, we have physically lived on these 20 acres for 41 years now. Unfortunately, our 20 acres and the 80 acres where my husband grew up are both in line of the proposed Mid-State Corridor.

Of course, we don't know yet whether our home will be taken or just part of our land or if the Corridor will run along the land that adjoins us to the East. However, we do know that the 80 acres where Max grew up and which is still inhabited by family, will be affected regardless if Plan "P" of the Mid-State Corridor is allowed to be built.

I, like many others, do not understand why we need more roads when there are always roads and bridges in Indiana in need of repair. To me, gaining a few minutes travel time from down south to Indianapolis does not justify the expense of building more roads, forcing people to move, or forcing people to give up their land. Is there anyone who doesn't understand that by-passing towns such as Loogootee, will kill the town? Is there anyone who believes that if forced to sell, people actually get the true value of their land? Talk to people who had to sell their property to I-69 already and ask them if they are happy with the payment they received. Ask them if they are happy that they had to sell their farmland. Ask them if they are happy that they had to sell their home. Alternative "P" spur supposedly would only reduce travel time by an additional 2.5 minutes. A lot of misery for people who will have to relocate just to please a few influential people and just to gain a few minutes, not to mention cost us all more in taxes, federal and/or state.

Is building this road worth removing more farmland? Is it worth disrupting more lives? Are there any "influential" people in jeopardy of losing their land or home?

I, like many others, thought that when I-69 finally got built, then no more people would lose their property in this area for more roads.

In case you were not told about the article in the Evansville Courier recently, here's some of what it says. "When Leigh Montano first looked at the plans for the Mid-States Corridor, she didn't know why it was being built. She came onto the project with VS Engineering in 2020 to help hammer out a draft

Mid-States Tier 1 DEIS Comment

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environmental impact statement for the highway, which is expected to run through Southwestern Indiana between Spencer County and the Crane naval base. According to the impact statement, Montano's focus was the project's impacts on rivers and agriculture. But the road's existence didn't make sense, she said. The Indiana Department of Transportation had just built Interstate 69 near the same area. And the project was – and remains – unpopular with residents, especially those who could lose their homes or businesses when the state starts buying land for right-of-way." She went on to say, "Every step of the way we looked at this, no one had confidence in the project," she said. "We're going to displace people. We're going to move farms. We're going to impact wetlands and wildlife and agricultural fields. And for what? Why are we doing it?" She exited the project in October 2021. Shouldn't this raise a "red" flag?

With all that is going in the world today, why would more farmland be taken away from people? United States needs to be producing more grains, not fewer. We need more housing, not less.

I can't believe the impact statement says the corridor will increase emissions, but it claims the effects count be minimal because, by the time the road is completed, more people will be using electric vehicles. Really? I don't think we're all going to run out and buy a new electric vehicle. I've never purchased a new vehicle in my life. Or, are taxes going to be raised so we can all go out buy an electric vehicle?

I'm not going to get into whether I think a by-pass around Jasper should be built or not as I'm sure not everyone in Jasper is in favor of a by-pass. Afterall, that too will take property away from people who do not want to be forced to sell.

I know, I'm only one person, but I'm one person who thinks it's time to stop disrupting people's lives just to please a few. We don't NEED another road. We NEED to take care of what we have.

Please, STOP the Mid-State Corridor project from moving forward.

Response

Striegel, Lisa

1 – Purpose and Need

2 – Alternatives

3.4 – Economic Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.7 – Traffic Impacts

Comment

I am writing to you on behalf of the many people who OPPOSE the Mid-States Corridor. It disappoints me again how our legislators are controlled by money and greed and not taking in consideration the livelihood of the people they represent. It is true nepotism and a conflict of interest. Many of the legislators, their friends, or relatives will benefit financially from this Mid-States Corridor and the people who they are elected to represent will lose their homes, farms, business, and have many inconveniences.

It upsets me that our legislators think this is a good idea just to save 5-10 minutes to get to Indianapolis. Trust me for selfish reasons, I want a way to get to Indianapolis quicker, but 5-10 minutes isn't worth all these people losing their livelihoods.

I am also concerned about the unsafe conditions this road will create. I can't help but think about the people who lost their lives on divided highway 231 just south of Interstate 64 by Dale. There are going to be many places where this highway intersects other major highways and county roads. This will create new traffic issues and possibly unsafe conditions. I currently live in Schnellville with my family. I am very concerned about where and how this proposed route will affect our travel to our county seat, Jasper.

I am also concerned about the livelihood of the small businesses in Jasper, Huntingburg, and other small towns that the proposed route will go around. The businesses will end up like Rockport and Dale. I can remember as a child driving through those towns and stopping for a bite to eat or visit the small shops on our way to Owensboro. Now, we go straight to Owensboro. I believe the Mid-States Corridor will hurt the livelihood of many small businesses just like the divided highway did. That money is now going to businesses in Owensboro instead of businesses here in southern Indiana. I believe the same thing will happen to small businesses in Huntingburg and Jasper.

Many people love the rural area we live in. Creating another road will just take away the farmland, forests, wetlands, etc that we love in this area. My husband and I have had multiple conversations about moving to an area more rural. We dislike traffic, big roads, and large cities. That is why we live in Schnellville, a small town. If this road comes close to us and we have to cross it, we have lost the rural quaint area we so love. This may just push us to relocate out of state.

I personally have nothing to lose such as property. We don't own a business either, but I strongly oppose the Mid-States Corridor. Gaining 5-10 minutes going to Indianapolis (the only personal benefit) is not worth all the disruption to our area. Please put aside your own selfish reasons and not build this road. I personally think that we should use the money to repair and improve our current roads instead

Mid-States Tier 1 DEIS Comment

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of spending OUR tax dollars on a road that is not needed. Just remember, legislators are elected to represent what is best for ALL the people; not just their friends, family, and themselves.

Response

Arvin, Michael

2 - Alternatives

3.24 – Agricultural Impacts

Comment

Soil is a finite resource. Another highway running parallel to Hwy 231 is a waste of taxpayer dollars. From my farm I will have two highways only 1/2 mile apart, in Martin County beginning (61E, Fork White River Bridge) and ending I-69/231 junction) and ending at same locations. Route P removes the most farmland from production (including mine).

Upgrading of Hwy 231 wasn't even studied by the rural development authority (RDA)

Repeal Senate bill 128, it is ripe with conflicts of interest!

Routine upgrades to Hwy 231 with shoulder work and truck pass lanes.

Response

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Mehling, Ralph

2 - Alternatives

Comment

We are against the mid-states corridor. let's do the right thing, repair and improve what we have. do not spend millions on something we got want or need.

Response

Schulte, Ann

2 - Alternatives

3.24 – Agricultural Impacts

Comment

I am against the proposed mid-states corridor project in any new road being built that will bypass the towns of Jasper, Huntingburg, and Loogootee for the benefit of a few businesses and their trucking. This study should have never been allowed to start. Especially without any kind of public input from us residents before thinking about moving forward. New road options have been studied several different times and taxpayers money spent and the result every time has been it did not make any sense to do the project. now because of our elected senator Messmer and then representative Braun, both from Jasper and both owning businesses that will benefit, create a way to fund this new study by having a bill pass to create a regional development authority. But it didn't Stop there. To form the RDA board, members were appointed, not elected, from government officials. We can guess who they were, and most of them had connections with the former failed Coalition for I-67. And who is the leader of that group? Hanke Menke, owner of OFS, another company with selfish and greedy reasons who wants this highway built. This all smells fishy to me.

Building a new highway that mostly goes right along the side of existing US 231 just doesn't make sense, especially with the improvement's that have been determined for US 231. The people who pushed for this new highway should not have been allowed to influence the political allies personal friends for this. These elected officials are supposed to represent us people, not the special interests of business and that is what this whole process has done. Everyone knows this is dirty politics, and YOU can help stop it. There are numerous other reasons this highway should not be built and ruin residents lives taking their homes, farmers land which is their livelihood and cause more environmental harm.

Again, I am opposed to the proposed Mid-States Corridor, period!

Response

Seidl, Jay and Jean

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

Comment

I attended the Mid-States Corridor hearing on April 28th at the Jasper Arts Center. I am a resident of Jasper but I do not live in the path of the Mid-States Corridor.

I would like to express my opposition to the Mid-States Corridor project. Despite promises for future economic development, history shows otherwise.

If you drive through neighboring Spencer County the 4-lane US 231 has brought a lot of dead end county roads inconveniencing residents and farmers in Spencer County and creating dangerous intersections. It has not brought additional business to the area, and in fact business within the town/city limits have closed due to lack of thru-traffic.

I-69 and I-64 have also failed to bring in projected businesses and jobs. I-64 went through the area in the late 70's and still in 2022, the only new businesses are minimal hotels and fast food restaurants with low paying jobs, likely only because of Holiday World.

Businesses in the area are supported by traffic currently going through towns and cities and patronizing these businesses. Do we really want to route them outside our cities and towns?

Statistics were given about the number of accidents on US 231 in Jasper, but a look through the daily paper will show these accidents are caused by drunk drivers and drivers on drugs. Will these drivers actually route around Jasper, and if they do, will they kill someone on a 4-lane highway vs. the fender-bender in the City limits?

I do believe in progress; however the amount of money needed to build this Corridor to save 5 minutes in travel can hardly be justified. The State of Indiana is not able to maintain the roads we currently have, nor can they fund our local public schools in the county, forcing two of the four school corporations in our county to have referendums to pay more in taxes to support their own school systems. And these are schools with high test scores and graduation rates, bringing good workers to our State and community. How can you justify the Mid-States Corridor expenditure when other priorities are being ignored? Why not continue necessary improvements on the existing US 231 as previously funded?

As a voting taxpayer, I would appreciate your re-consideration of this project.

Response

Tangeman, Ann

2 – Alternatives

3.9 – Air Quality Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I want to start by stating that I am against the Mid-States Corridor proposed project or any new highway. It is not needed and will only add to the destruction of our environment and create more climate issues.

Because of people's greed we are destroying our planet for the next generation and the generation after that. We should all be working on protecting our environment and building new highways won't solve that problem. It is as simple as this-

Destroy 629 - 923 acres of forestland for what?

Lose 39 - 56 acres of wetland for what?

Plow down 1,354 – 1,832 acres of farmland for what?

Alter or damage 8 - 11 miles of streams for what?

See 419 - 607 acres of floodplain area lost for what?

Answer: to gain a few minutes of travel time for semi-trucks to get to their destination. It is crazy!

As stated before, I am against this project and it NEEDS TO STOP NOW!

Response

Tangeman, Ann

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in Southern Indiana.

I feel this road is not worth spending \$750 million to \$1 billion only to be paid in the future by our children and grandchildren. The DEIS does not take into account the future costs of maintenance, Road repairs, safety patrols and eliminating pollution and litter.

it would be much cheaper to keep our existing roads in good shape.

I along with several others I talk to want to keep what we have in Southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Meyer, Anthony

2 – Alternatives

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I OPPOSE THE MID-STATES CORRIDOR

Preferred Route P of the Mid- States Corridor will destroy nearly 1950 acres of farmland, approximately 730 acres of prime cropland, nearly 950 acres of forests, and over 55 acres of wetland. The trees, plants, crops and grasses on those thousands of acres have been provided by nature to provide clean water for humans and animals.

According to the USDA, one acre of corn removes about 8 tons of carbon dioxide from the air in a growing season. At 180 bushels per acre, corn produces enough oxygen to supply a year's need for 131 people. [https://www.answers.com/Q/How_much_oxygen_does_an_acre_of_corn_produce]

If you destroy 733 acres of cropland, you are destroying a year supply of oxygen for 96,023 people. (131 people per acre of corn x 733 acres of prime cropland).

According to data from the northwest territories forest management site: An acre of tree produces enough oxygen for 18 people.

[https://www.answers.com/Q/How_much_oxygen_does_one_tree_produce]

If you destroy 950 acres of forest, you are destroying oxygen production for 17,100 people. (18 people per acre of trees x 950 acres of forests/trees)

Not only for this project remove the greenscape that nature has provided to consume carbon dioxide and produce oxygen, vehicles and heavy truck traffic on the new-terrain corridor will produce even more carbon dioxide and other harmful emissions.

The crops, trees, grasses, along with the wetlands, filter our water supply. Salt and other chemical runoff from a new-terrain highway will pollute our water supply.

There is already a project in place to improve the existing US 231 in our region, scheduled to start in 2022. At a bargain price of approximately \$75 million, that project is already planned to achieve the goals that the multi-billion-dollar Mid-States Corridor is promoted to achieve, and more.

ODOT in Ohio recently abandoned a large road project after it was determined that the benefit did not outweigh the costs.

I urge you to follow ODOT's lead

Be fiscally and morally responsible and DROP THE MID-STATES CORRIDOR PROJECT.

Response

Renner, Charles

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.14 – Visual Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to say the Mid-States Corridor should not be built! We look forward to the planned improvements to US231 only. I do not want or need a new terrain highway in our county.

The plan for this road could displace up to 149 of our friends, families, and neighbors all for trucks to save 5 minutes to Indianapolis. That is unacceptable that a state agency would be willing displace so many Hoosiers for a road that no one but big business owners want. This road is not needed, but the homes these families live in, the farms that support this economy, and the many forested areas are needed!

The purpose of me acquiring my property was to enjoy the peace and quiet of country living. Whether this project takes my house or not, the resulting noise pollution will defeat the purpose for me. Traffic noise carries for miles given the right wind conditions It will also destroy the entire landscape view I have come to enjoy all these years. I have a postcard view from my yard.

I support the no build option only and the planned improvements to US 231. Please listen to your constituents and do the right thing by stopping this project.

Response

Renner, Charles

2 – Alternatives

3.5 – Relocation Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

My name is Charles Renner, and I am writing because **I am opposed to the Mid-States Corridor project** and the recommended proposed Route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in Southern Indiana.

As an avid hunter and outdoor enthusiast this highway will destroy prime hunting land and wildlife habitat. Even lands that it doesn't touch will be impacted due to excessive traffic and noise pollution. Run-off from this highway system will negatively affect the water quality of streams, ponds, and lakes due to fuel run-off, salt brine, litter, and other chemicals.

I along with several others I talked to want to keep what we have in Southern Indiana special. The improvements there are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, **we don't need a new highway.**

Response

Patterson, Christa

0 - Summary

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I am starting with a simple statement... The Mid-States Corridor should not be built. Instead, let's improve the existing US 231 and Dubois County with the allotted money pledged by Governor Holcomb.

Our community should have simply been better informed that a study was being considered regarding building bypass in the Dubois County and surrounding areas. Public opportunity should have been given to voice our opinions on whether the Tier 1 Study should have even started. However, the very officials we voted to represent us “simply” gave us no voice in the matter and proceeded to use substantial local monies to help fund the Tier 1 Study for the Mid-States Corridor Project. This is quite unbelievable, as many people are adamantly against this unnecessary, costly project.

Yes, instead of giving us a voice, it was purposely taken away. Our representatives created and passed legislation for a bill in 2017 to establish the Regional Development Authority (RDA). One of our legislators from Jasper who actually helped create and pass this bill even bragged about it saying that “there is nothing like it elsewhere in the country” and continued, “when we removed the provisions for a referendum... the farm bureau got on board and then came a cascade of support” and “This law is like a green light to work on the Mid States Corridor.”

Reference: The Washington Times Herald in Washington, IN on May 1, 2017

There's nothing good or impartial about the creation of this RDA. It allows our local government, politicians and businessmen way too much AUTHORITY. It permits a few deep-pocketed locals to pursue this road project for personal gain. This is “simply” not acceptable!

This part of southern Indiana is where many of us grew up and where many of us return to enjoy retirement in a safe, peaceful and very prosperous Dubois County area. Our beautiful terrain is like no other in Indiana. It's simple... we deserve a voice in this matter...

DO NOT BUILD THE MID-STATES CORRIDOR

Response

Halsberk, Connie

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I OBJECT TO THE MID-STATES CORRIDOR.

The proposed new-terrain US 231 places an unfair burden on a significant number of area residents. Our homes, farms and businesses are at risk of being completely destroyed, for what?

To draft environmental impact statement states that the benefit to be realized by this horribly destructive project is a savings of only 5 minutes travel time for a trip between Jasper and Indianapolis.

The project is no longer aimed at improving congestion or improving safety after it was determined there isn't enough congestion to warrant the complete destruction of our rural landscape.

Safety could no longer be included as a benefit because the history of other similar roads shows that instead of being minor Fender-benders, crashes on the road such as proposed corridor result in fatalities and life-changing injuries. Minor Fender-benders are a much-preferred option.

If the benefits provided by a new terrain US 230 were actually for the greater good for thousands upon thousands of people in our area, It would be different. But as it is, a 5-minute savings in travel time from Jasper to Indianapolis for a very few folks who would choose to drive to Indianapolis, is NOT a sufficient benefit.

STOP THE MID-STATES CORRIDOR.

Response

Englert, Drew

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am against the Mid-States Corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

In my opinion we could use and improved existing route US 231. Existing improvements are already in the plan. I see no reason to “cut up” take out more land for the easement a new road would use. environmentally not right!! What a waste of money and destroying the environment.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in the study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Wendholt, Edward

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I object to the Mid-States Corridor.

The draft environmental impact statement shows approximately 150 homes, businesses, and institutions will be displaced for a new-terrain US 231 Mid-States Corridor.

It makes no sense to destroy existing, profitable, agriculture-related businesses in the “hopes” that there will be “economic development” in another form - probably another gas station/convenience store or two, or perhaps a fast food restaurant or two.

It makes no sense to wipe out the homes of existing residents who have ties to this area for generations in the “hopes” of bringing in potential employees for businesses - new residents who will have no long-term ties to this area and who will probably move on at the first lure elsewhere.

Displacement of farms, businesses and families will also equate to displacement of taxes that are necessary to keep the government entities and infrastructure in this area of functioning. Property taxes, personal property taxes, income taxes, payroll taxes, sales tax will all be impacted. The loss of those taxes will, in turn, impact our local libraries, schools, roads. Those lost, or “displaced”, taxes will never be replaced brand new-terrain US 231 which will, instead consume more of this area's tax revenue. It makes no sense to displace farms, businesses and families for their benefit outlined by the draft environmental impact statement - a savings of 5 minutes travel time from Jasper to Indianapolis.

It makes no sense to completely destroy the areas rural landscape.

It makes no sense to devalue the property of folks who real estate will be near the proposed new-terrain highway. These folks, through hard work and diligent savings, created beautiful homes in beautiful rural surroundings. Because someone else covets their property in order to serve their own selfish greed, these folks will suffer economically - unfairly.

The original “stakeholders,” who proposed this new-terrain highway to serve their own greed and business interest, are very obviously not affected by displacement of their own homes, businesses, or families. It's interesting that those folks are very selfishly steered that proposed routes away from their holdings.

It makes no sense to continue to press forward with the Mid-States Corridor project when the state of Indiana has already pledged a \$75 million project to improve the existing US 231.

Bottom line, the Mid-States Corridor project makes no sense.

STOP THE MID-STATES CORRIDOR PROJECT

Response

No Last Name, Jeffrey

0 - Summary

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I am a resident of the area impacted by the proposed Mid-States Corridor. I strongly oppose the new-terrain US 231 being pushed by the Mid-States Corridor Regional Development Authority and other wealthy business persons. The entire project, from the beginning, was conducted improperly, denying the public sufficient information about the scope of the proposed project, and denying the public the opportunity to have input on whether the study should even take place. As a resident of the area, my taxpayer money was spent without my consent to fund the Tier 1 study. Citizens of Jasper and Huntingburg were hit TWICE to fund the study - once with city funds, and then again with county funds.

One of the hypothetical “benefits” of the proposed new-terrain corridor is supposed to be a savings of time travel between Jasper and Indianapolis. According to the draft environmental impact statement, the time savings will be approximately 5 minutes (12 minutes at the maximum). I'm sorry, but that time savings is not enough to justify spending more than a billion dollars, uprooting and displacing the residents of approximately 150 homes along the route, destroying thousands of acres of productive cropland, destroyed farms and wiping out farmers livelihoods.

That savings of time won't even come close to offsetting the time wasted when residents and visitors to the area have to find ways to cross the new-terrain highway without being run over by trucks traveling 60 to 70 miles per hour, despite any posted speed limit. There are so many heavily traveled roads in this area that will cut through by the proposed US 231 Route P. Traffic backups and bottlenecks where those roads crossed the new highway will waste lots of time for area commuters every day.

Please let good sense prevail. Please ABANDON the Mid-States Corridor Project. There is already a plan in place to make improvements to the existing US 231 that will address congestion in Huntingburg and Jasper, and will improve travel times by adding passing lanes and turn lanes. The \$75 million dollars pledged for that project is a much better option than wasting our billion dollars on a new highway.

Response

Wendholt, Lorraine

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.12 – Construction Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to say the Mid-States Corridor should not be built! We look forward to the planned improvements to US 231 only. We do not want or need a new terrain highway in our county. The plan for this road could displace up to 149 of our friends, families, and neighbors all for trucks to save 5 minutes Indianapolis. That is unacceptable that a state agency would be willing to displace so many Hoosiers for a road that no one but big business owners want. This road is not needed, but the homes these families live in, the farms that support this economy, and the many forested areas are needed!

Families moving away equates to lost tax revenue. People in Dubois County would have to move to neighboring counties just to find the amount of land they had before. Jasper itself does not have a lot of land available for sale. The DEIS says they looked at available homes across a 12 county area in spring 2021 using Zillow. This was in the middle of a pandemic when most people were not buying or selling. This study included Monroe and Warrick counties even though the road was never going to impact those counties. It makes it appear there are many more homes available when you add those two counties. This is misleading along with so many other misleading points in this DEIS. I heard from a friend in May 2022, that someone put in an offer for a home in Jasper for \$40,000 over asking price because there were so many interested in the home and not enough supply in the price point! This is the insane type of housing market you will be putting these 149 displacements into.

For those that aren't displaced but the road will go very close to their home or business, this will negatively impact their property value. Only certain people are willing to live next to a busy, noisy road so it would be hard for people to sell. The construction will also cause damage to homes nearby and will not be adequately addressed financially.

The real estate process is not fair, I've heard that people are offered appraised value only and not real market value. Many get lawyers because the process does not adequately compensate those impacted.

Regardless of an offer to relocate, some properties are simply not "replaceable". For example, some homes are situated on family land giving them the luxury of enjoying land while not actually owning the land. Certain property characteristics can't be replaced with any home, like a babbling Creek or pond or trees for privacy. These properties are uniquely situated and those displaced would not be able to find the same or even similar properties nearby. Some who are displaced may just leave Indiana altogether because of their disgust with how this whole process has gone, creating public participation. A state that doesn't listen to its citizens on issues like this is not a state that cares about people.

We support the no build option only in the planned improvements to US 231. Please listen to your constituents and do the right thing, not the thing that is going to line the pockets of already filthy rich Hoosiers.

Response

Burgan, Lou

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hi, my name is Lou a Bergen. My husband Ron and I are 100% against this proposed road you are planning on building. Our address is 1408 East Jasper Dubois road and the home we love and cherish and have taken such took care of for the past 44 years is in the direct path of this road. The people who are planning this road have nothing to love because it's not taking any of their property. If the shoe were on the other foot, how would they feel?? Just as upset as we are right now, I'm sure 99% of the people who live in all of the counties affected by this road do not want this road!!! Even if they are not losing their house farm or business!! There are other options besides building this road right next to a road we already have. You need to go to the BIGGER cities and find out how they solved their traffic congestion problems instead of building a road NO ONE WANTS!!

It can be done! Go do your homework!! Also we need to fix the roads we have! Going to Evansville on Interstate 64 is absolutely HORRIBLE needs a lot of work!! Also I would like to know why the public has no say so on this project. We the taxpayers who are helping pay for it have no control over any of it. I thought America was a FREE country. Where is our FREEDOM and all of this?? All of this just to save people 3-5 minutes?? REALLY??? Are you people for real?? I know this letter may sound hostile to you... but you people would be hostile also, if someone took your property, that you worked so hard for all your life, and you have no control over them taking it!!! Not to mention having to start all over again at age 70 AND where are we supposed to go?? There is no housing available or land for the matter in the Jasper area. Think about everyone in this matter, not just YOURSELVES

Response

Popp, Margaret

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I STRONGLY OPPOSE the proposed Mid-States Corridor, and any new-terrain highway.

My family's property lies on the path of proposed Route P. I am concerned not only with the property belonging to me and to my family, but I am concerned for ALL the farmers who have farmland and prime cropland in the path of this wasteful highway.

Farmland and agricultural business are an extremely important part of Southern Indiana's economy and way of life. Nearly 1850 acres of farmland will be destroyed. Plus nearly 750 acres of prime cropland. Dubois County is listed near the top of Indiana's agriculture producers. Yet this proposed route aims to strip that away.

With food-chain disruptions brought to the forefront with the current war in Ukraine, it's vital that the United States do everything possible to sustain our food chain in this country. This means simply, DO NOT PAVE OVER OUR FOOD SOURCE with an UNNECESSARY ROAD!

Nearly 150 homes, businesses, farms and church(es) will be displaced by the Mid-States Corridor. Displaced is such a nice sanitary word so I can understand why the word was chosen. What the proposed road will actually do is DESTROY 150 homes, businesses, farms, and church(es). It will also DESTROY the peaceful, beautiful landscape for which rural Southern Indiana is known, and LOVED. Families and businesses who are "displaced" will move away. That will result in loss of tax income - property taxes, sales taxes, business taxes, personal property taxes, payroll taxes, etc. The loss of sales taxes is collected by "displaced" businesses from out of the area customers will be realized. That loss in tax money will be felt by the state, the county, the school corporations, the libraries, the townships. The Mid-States Corridor will not bring in any tax money.

IF Any businesses move into the area near the road, and that's a very BIG IF, they will undoubtedly receive tax abatements and not pay any taxes at all for a significant number of years.

It's painfully obvious to those of us in "the Kill zone" that none of the high-powered wealthy advocates of this project have any homes, businesses or families at risk of annihilation. How did that possibly happen?

Indiana has already announced a \$75 million project to improve the existing US 231. That project will improve congestion and Huntingburg and Jasper, will add additional travel lanes, add passing lanes and improved intersection. That project is set to start 2022. That is the most fiscally and morally responsible option.

DO NOT BUILD THE MID-STATES CORRIDOR.

DO NOT ENTERTAIN A PLAN FOR A SIMILAR NEW-TERRAIN ROAD EVER AGAIN.

Response

Schulte, Mark

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am ADAMATLY OPPOSED to the proposed Mid-States Corridor.

One of the original goals of this project was to relieve traffic congestion through Jasper and Huntingburg. The study by the project group later demoted it to a secondary goal because it was determined that there was not a current or projected serious issue.

The new-terrain route will not eliminate truck traffic in Jasper and Huntingburg. Those trucks are traveling through Jasper and Huntingburg because they are making deliveries to sites in those towns. Having a bypass around the town will do nothing to change that. Trucks will still have to travel into town to make they're deliveries. Local manufacturing in distribution facilities will still have trucks traveling from their locations in order to ship their product across the country.

Residents of the area are already aware of the alternative routes to avoid US 231 through Jasper and Huntingburg, and make use of those alternate routes daily.

A much wiser use of Hoosier taxpayers' money would be the already planned 75 million dollar project to make improvements to US 231. That projects stated goals are already to relieve congestion in Jasper and Huntingburg, to add additional travel lanes and passing lanes. It's already planned to start in 2022.

A new-terrain US 231 would not make any more significant improvements over what is already planned, and yet a new-terrain highway will destroy homes, businesses, destroy forests and pave over profitable farmland.

I am against the new-terrain US 231 Mid-States Corridor project. Abandoned the project and never let it rear its ugly head again.

Response

Meyer, Roger

2 – Alternatives

3.2 – Land Use Impacts

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR.

This project will consume 2500 to 3200 acres for right away. Nearly 1850 acres of farmland will be lost, along with nearly 750 acres of prime cropland. Nearly 925 acres of forests will be lost.

Farming and farming-related businesses are an essential component of the Southern Indiana economy. The DEIS estimates the loss of agricultural income to be between \$977,000 and \$1,426,000. the DEIS was flawed by the basing estimates of the economic impact on agriculture 2016 values. Agricultural values have probably doubled since then.

The new-terrain route will be detrimental to our area safety, especially farming safety. The proposed road will deny farmers access to rural roads to get to the portions of their farm that weren't lost to the route.

Farmers are hardworking, taxpaying Hoosiers. Farms and farm-related businesses contribute a huge amount of money to Dubois County through property taxes, personal property taxes, payroll taxes. This road will not contribute any money to the local economy. It will COST the county money in lost revenue due to TIF districts and tax abatements that will be extended to any of the mystical "economic development" entities that proponents of the road are hoping for.

STOP THE MID-STATES CORRIDOR PROJECT. It is not needed. It is not wanted. It will destroy the area's very essential agricultural industry.

Response

Schmitt, Sandy

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE Mid-States Corridor: Because

1. It will go through several of the farms we own and have been in the family for many generations
2. It will cause a lot more traffic on our road and we already have too much
3. Our farm is already almost in city limits, don't need to be closer
4. how will we be able to get to our farm on the other side of the corridor?
5. Our farm equipment will cause problems for your corridor
6. put our tax dollars to better use
7. truck drivers know how to drive through small towns, this isn't New York!

Please don't build this road, find a better way with what we've got!

Response

Sergesketter, Sarah

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impacts

Comment

I VEHEMENTLY OPPOSE the proposed Mid-States Corridor, and any new-terrain highway.

Agricultural business and farming are an extremely important part of southern Indiana's economy and way of life. Dubois County is listed near the top of Indiana's agricultural producers. Yet this proposed route aims to strip that away. Nearly 1850 acres of farmland will be destroyed, along with nearly 750 acres of prime cropland. For what purpose? Negligible returns?

The current war in Ukraine has brought food-chain distributions to the forefront. It's vital that the United States do everything possible to sustain our precious food-chain in this country. That means, simply, DO NOT PAVE OVER OUR FOOD SOURCE with an UNNECESSARY ROAD!

The proposed MCS project will cover our cornfields, beanfields, hayfields and other greenspace with asphalt and concrete, and will destroy nearly 925 acres of forests. We cannot afford to destroy those assets. Those plants and trees are provided by nature to remove harmful carbon dioxide and air and return OXYGEN, vital for our existence.

The 54 miles of new asphalt pavement and concrete surfaces or reflected enormous amounts of heat into our atmosphere, contributing to global warming. Asphalt, concrete and buildings account for much more of the global warming phenomenon than the "methane produced by farm animals". And then add that plants and trees, that by nature REMOVE carbon dioxide from the air in exchange for oxygen, are destroyed and paved over, and our environmental will suffer.

Salt and other chemicals that will be applied to the new corridor every year will result in more chemical pollution run-offs into the land and water system.

The proposed route was initially estimated to cost over a billion dollars and that doesn't include land acquisitions and other extemporaneous expenses. That is a HUGE waste of Hoosier taxpayers' money. Even though some of our funds will come from "Federal" sources, it ALL comes from pockets of taxpayers. Governments don't earn money of their own, they take it from hardworking, taxpaying citizens.

Families and businesses who are "displaced" will move away. That will result in loss of tax income- property taxes, sales taxes, business taxes, personal property taxes, payroll taxes, etc. The loss of sales taxes collected by "displaced" businesses from out of the area customers will be realized. That loss in tax money will be felt by the state, county, school corporations, the libraries, to townships.

If any businesses move into the area near the road, and that's a very BIG IF, they will undoubtedly receive tax abatements and not pay any taxes at all for a significant number of years. They will benefit from the near-proximity of the road without bearing any of the expense.

Mid-States Tier 1 DEIS Comment

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The mid states corridor will not bring in any tax money. Instead, it will COST money in maintenance, additional police patrols, winter snow/ice removal, bridge maintenance, on and on. The old US 231 that will run parallel to the proposed new-terrain corridor will become the responsibility of the county to maintain, resulting in MORE costs for area taxpayers.

Indiana has already pledged 75 million to improve the existing US 231 with work to begin in 2022. That project's goals include reducing congestion in Huntingburg and Jasper, well Improve travel times by adding additional lanes of travel and by adding passing lanes, and will improve intersections. That is BY FAR the more fiscally and morally responsible option, and with much quicker results.

DO NOT BUILD THE MID-STATES CORRIDOR.

It will DESTROY the peaceful, beautiful landscape for which rural southern Indiana is known, and LOVED. And do not entertain a plan for a similar new-terrain road ever again. We have fought to protect our rural area and our rural way of life long enough. Fix the existing US 231 and move on.

Response

Schmidt, Stan

2 - Alternatives

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I own and operate several cattle farms in the path of the proposed mid-states corridor. I also have crop ground that I own and rent in its path. A lot of the farms will be on both sides of the road and accessibility will definitely be a problem. I think repairing existing road would be a better option. My cattle operation would probably cease with a loss of income. It seems like an awful lot of money for a road not needed. I am the 5th generation operating the same farm with two more generations hoping to take over, this road will cause several problems with the future generations.

Response

Hopf, Sharon, Adam and Melissa (Cedar Crest Farms)

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

The Mid States Corridor is a project highway that has been talked about since the 1960's. The purpose of this road is to help congested traffic in Jasper, IN along with downsizing the truck traffic coming into and out of the town. This is an option that could work but why not look at all options that are possible with repairing the current 231 highway or making the existing highway wider. We the people of the county who is being affected should all have the right to express our opinions in the matter on how it will affect our land, lives and livelihood.

Many landowners that are affected by this highway will not only lose their way of life but some could lose their homes. Dubois County has been known as the "Wood capital of the world", this name was created by great companies such as Kimball, Jasper Chair, Jasper Office Furniture, Jasper Desk, etc. This industry over the years gradually changed due to getting product from overseas from various other countries causing factory workers to lose their jobs and more. This highway can bring many farming families to that same fate. The farming industry in Dubois County is just as successful as the wood factories. We have many great family farms in the area that harvest crops, raise turkeys, eggs, raise cattle and hogs to help feed the world. This also brings awesome revenue to our county. We have great companies such as Farbest, Superior Ag, Nutrien, Wabash Valley Produce, etc. that help support these family owned businesses and they continue to grow.

Our family farm located on the north side of Jasper on 500 North is known as Cedar Crest Farms. Our farm was established in 1890 by John Joseph Hopf. This farm was then passed down to 4 generations of farmers. They created a way of life for their family by working those fields growing hay, wheat, beans and corn. They not only supported themselves but the community. Cedar Crest Farms land is still being used that way today. The Hopf family is proud to keep this tradition going in passing it down to the next generation. This highway just does not possibly affect our home place that was built during the great depression in 1932 but it effects the families that were a part of this family land around it. It can take a total of 4 Hopf decedent homes that were built on that land. The highway will also take the heart of our crop ground by running right smack in the center of it. This can cause many obstacles for the residents along this county road along with traveling to the Jasper Outdoor Recreation for camping and other hosted events and for farmers getting their equipment to the fields they need.

Our family feels that Jasper does need an improvement for traffic in and out of Jasper, but a bypass that can only save you 5 min. is not worth the expense or the loss of valuable crop land and homes for this reason. We as a community need to come together to work on this to come up with the right "common sense" solution to the problem the study feels like they had. The big business owners, wealthy donators, and political figures should not dictate the solution for those hard working families that it effects. We need to stay the course and all work together as a community to stop this project from happening.

Response

Wendholt, Paul

2 – Alternatives

3.7 – Traffic Impacts

Comment

I am STRONGLY OPPOSED to the proposed Mid-States Corridor Project.

One of the early promoted goals of the project was to relieve congestion, especially in Huntingburg and Jasper. The just released draft environmental impact statement did not support congestion as a current or projected serious issue, so the goal was demoted to a secondary goal.

It was ironic that the video playing on the screens at the April 28, 2022 public hearing at the Jasper Arts Center showed traffic at the Jasper sixth street intersection with Newton Street (US 231). The intersection was not congested at all. This semi-truck shown making a turn at that intersection was not impeded in any way. Traffic was very light.

The proposed new-terrain US 231 will CAUSE more congestion than it could ever relieve. Nearly ALL the main roads that are used by area residents and other travelers will either be cut off completely and dead end, or will be bottleneck at dangerous intersection with new US 231.

There is already another \$75 million dollar project in the works to make improvements to the existing US 231 in our region that will relieve the so-called congestion in Huntingburg and Jasper. That project is already slated to start in 2022, and is a much better value than the multi-billion dollar new terrain US 231.

Please use Hoosier taxpayer funds, and Federal Highway funds, wisely. Please use the \$75 million dollar project to provide the savings and time, reduction to congestion, and improve safety for Hoosiers in this region.

DISCARD THE Mid-States Corridor. And don't ever let it be resurrected in the future.

Response

Rickelman, Louise

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am a landowner and resident of Jasper, Indiana in Dubois County and I oppose the Mid-States Corridor.

I feel the impact on our environment, natural resources, farms, forestland, homes and general quality of living will be detrimental. I do not think the need or benefits of this new road have been proven and much more research should be conducted before tax dollars are committed.

Response

Gelhausen, Monica

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I have lived in this area my entire life and have experienced all of the uncertainty during previous failed attempts to build a destructive new highway/bypass through the area. It didn't make sense then and it still doesn't make sense now. I also witnessed the building of Patoka Lake and continue to see the generational impact that it has had on local residents. To this day, those who lost property and their descendants are still affected by the use of eminent domain. The proposed Mid-States Corridor does not make any sense. It won't relieve traffic congestion, which is minimal, due to the scattered locations of businesses and the location of proposed route P, which does not run near the center of industry in Jasper. In addition, the tier 1 study did not identify any safety or traffic congestion concerns that were sufficient to identify these as primary goals. Thus, it is my opinion and preference that this project be discontinued at this point and not proceed to tier 2. The expense and impact on residents does not support a potential gain of 5 minutes across a 143 mile trip.

Another concern is the impact on local wildlife and the environment. Trees are needed to maintain air quality, which is already a concern in southern Indiana. The potential loss of between 629 to 923 across of forestland is unacceptable. We cannot continue losing valuable forestland and agricultural land to more and more new-terrain highways. The loss of wildlife will be a negative factor as well. Quality of life for residents will be negatively impacted. A new highway/bypass will increase crime, taxes, create a reduction in air quality, and likely stifle economic growth. Numerous studies indicate the negative impacts of bypasses, both socially and economically. Why would we ignore the mistakes of other towns of similar size? Why would we ignore the data showing the negative impacts of bypasses on small towns? How many small businesses will be lost in Dubois and Martin Counties? How many residents will be lost in Dubois and Martin Counties due to loss of land, business, or as the result of decreases in town safety and cleanliness?

I am asking for our taxpayer dollars to be used for maintaining existing roads and improvements to the existing U.S. 231, not for a new-terrain highway. We need to stop the needless studies for new-terrain roads. This is an outdated concept and is not supported by large numbers of local residents in the affected communities.

Response

Collins, Diana

Comment

1 – Purpose and Need

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

I've been a resident of Jasper since 2003 and have had a home built on Jasper Dubois Rd. We picked this home location for the country quiet and privacy.

I am strongly against the Mid-States Corridor because it disrupts the purpose of our choice of home site. This road will also devalue our home by having it close to us.

And besides our home, and so many others in this area, it also disrupts the habitat of so many natural inhabitants of the area. If we keep infringing on these natural living spaces with completely unnecessary construction, where are they supposed to go? Plus this construction also will have a negative impact on climate issues. It will also increase both noise and air pollutions in our area which no one is looking forward to having. And it will also increase chemical run off into the farmlands surrounded. And it will also likely increase trash and litter throughout the area as well.

This proposed road has caused such division in the county between people who wanted this route on either the east or west of 231. Now that a preferred route has been announced, people on the west are feeling relief and don't even seem to care anymore. I've actually talked with some that said, "I no longer have a dog in the fight" and go on to say that they feel no longer able to even say anything about it. And let's talk expense. Oh my, the expense of building this route far outweighs any benefit that I can see. Why not spend just a fraction of those monies and repair the existing roads which would benefit all of us.

Plus, at what cost to local business does this come? If traffic is routed elsewhere, then what happens to the business from traffic passing through town? Jasper has promoted supporting local business, but this will direct traffic away, not to, the businesses.

Jasper does not have a traffic congestion issue. Yes, there are times when traffic is backed up and you may have to wait for one or two circuits of a traffic light to get through, but that is extremely rare. Large cities have traffic congestion, towns in Dubois County do not. And the information provided shows that people would generally save about 5 minutes time if traveling to Indianapolis. This seems like a major expense for not much of an advantage.

And in reality, what does this corridor gain us. We lose community, peace and quiet, animal habitat, farmland and homesteads, property taxes, business and more.

Please take this into consideration when making a final decision.

Response

Anger, Julie

Comment

2 – Alternatives

3.4 – Economic Impacts

3.25 – Ecosystem Impacts

I urge you to reject any new-terrain routes for the Mid-States Corridor, and instead focus transportation improvements on making our existing roads and bridges safer and more efficient. Adding another scar to the landscape that endangers wildlife and risks introducing invasive plants, not to mention disrupting lives and bypassing local businesses, does not seem worthwhile when it would save only a few minutes of driving time. Please improve the existing routes instead.

Response

Hess, Mary

Comment

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

I am writing in objection to the proposed Route P for the Midstate's Corridor project.

This project has had holes in it from the beginning. Besides wasting money on a new highway instead of focusing on our existing highways in immediate need of repair, you are planning to build a new route alongside an existing route that just needs improvements to keep a fluent flow of traffic between Huntingburg, Jasper and I-69. Route P will add a heavier flow of traffic and save travelers only about five minutes in their journey. The millions plus that have been spent on the study and may be spent on building the highway is a blatant waste of taxpayer and suspiciously personal monies used to advance an agenda for a handful of companies. Our own state Indiana Department of Natural Resources commented "It is strongly recommended that few new highways be created, while existing highways and major roads are enhanced." Please note "strongly recommend" as they are an agency whose mission is "...to protect, enhance, preserve, and wisely use natural, cultural, and recreational resources for the benefit of Indiana's citizens through professional leadership, management, and education." And the Indiana Department of Environmental Management (IDEM) stated in their comment "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." Facts about this project that are in the purview of these two agencies are: Flood plain lost 419 to 607 acres, Forest Land lost 629 to 923 acres, Wetlands lost 39 to 56 acres, and stream miles altered or damaged 8 to 11 miles. Why are you not listening to these two state agencies whose responsibilities are to protect Hoosiers and our natural resources?

The project's claim that this route would be safer and have less wrecks was already debunked as the Federal Highway Administration didn't find "sufficient evidence" to include that as a core goal.

The claim of economic growth completely rejected the idea of shop at home as this will pull traffic away from local businesses close to the route. Also, the DEIS does not convincingly mention any specific economic improvements that would be made. I would appreciate a list of these improvements in your response to this comment.

The loss of agricultural land which is a big part of the economy in Indiana and every acre worked adds to more jobs. According to the Indiana State Department of Agriculture, agriculture contributes \$31.2 billion to Indiana's economy. The Indiana Agriculture Brochure states: "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." Please note the desire to sustain Indiana's resources and not destroy

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them. Yet you are willing to destroy over 1800 acres of a sustainable business and the livelihoods of the people who work the land to save five minutes of driving time.

Finally, the relocation of existing homes. Almost 150 existing homes could be relocated for this project. Many lives will be upended for five minutes of driving time. I know you feel this is the least number of lives to be impacted, but I am sure the families who will be forced to leave their land will be crushed and overwhelmed by your decisions. Decisions made by a handful of people to benefit a few.

I will be looking forward to answers to my questions.

Response

Probasco, Tom

Comment

2 – Alternatives

And honestly, it concerns us all.

The time to build new roads and bridges came and went long ago, and yet once again we are faced with a roads project supported by some, for various reasons, but opposed by many others, including me, for reasons that once again have to do with environmental degradation, which by now we can ill-afford, to say the least.

And so I am asking that any new-terrain routes for the Mid-States Corridor be rejected. Instead, transportation improvements should focus on making our existing roads and bridges safer and more efficient and on expanding access to alternatives such as pedestrian/bicycle lanes and trails, rural transit, and intercity bus and rail service.

These are the same pleas that have been put forth over the last couple of decades in opposition to several road projects, and they've been largely ignored. I'm hoping (against hope) that this time will be different.

Response

Peller, Julie

Comment

2 – Alternatives

And honestly, it concerns us all.

This letter is to voice my opposition to any new-terrain routes for the Mid-States Corridor.

We find ourselves at a pivotal time in history where environmental degradation (climate change, massive waste, etc.) is having immense detrimental effects on thousands of species, air/soil/water quality and human health. If leaders, such as yourself, care about the youth and future generations, major decisions must take all of this into account.

Instead of looking to build new roads, which are unhealthy in numerous ways, leaders should be focusing on 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.

Please consider the health and well-being of the environment and the public and use the funds in the most responsible ways, which does not include new highways.

Thank you.

Response

Sherrill, Tammy

Comment

2 – Alternatives

3.5 – Relocation Impacts

I have lived in Odon my entire life, also my parents and grandparents, children and grandchildren. This road would impact my family negatively and the beautiful peaceful homes we have worked so hard to build. To own a peice of this earth has always been a big important and proud part of our lives and to see how little regards from people who only care about money and figures is heartless and is just what this world needs less of !!!

Please just improve the existing roads !!!

Response

Flynn, Janice

Comment

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

I do not want this new corridor. We have 69 and lost a lot of our homes and farmland and do not want it to happen again. This would also affect a lot of the small towns and business. Which I don't want to see happen.

Response

Veldman, Anne

Comment

3.9 – Air Quality Impacts

3.28 – Energy Impacts

I'd like to note my opposition to the mid-state corridor highway - all of the options. At this point in our planet's history - it seems imperative that we should be doing all we can to mitigate climate change. The energy alone that it would take to build this corridor would be the opposite of that. I have watched the creation of I69 and the amount of work/energy/time/money that has gone into it. Even if we put climate change aside, which seems suicidal, just the money that will go to the project seems poorly spent. There are so many areas to which we could focus that money that would be more beneficial to Hoosiers in need.

Thank you for listening to my position,

Response

Classick, Joanne

Comment

2 - Alternatives

Why on earth are we planning to spend more money on a new highway. It will damage our environment, disrupt businesses and not really make any difference. As it is, we barely keep our existing roads and highways in good shape. I, and many like-minded people, prefer that the existing roads be better maintained. A few very short optional bypasses on the roads that we already have would give more help to truckers and long-distance travelers. Please consider this as an alternative.

We need to plan for the future by bringing better jobs to Indiana, improving schools and helping people keep their homes in this age of uncertainty.

Response

Padgett, Quinn

Comment

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

The route set for this project makes absolutely no sense. All it will do is hurt our farmers who are already having to pay higher gas prices like everyone else, and hurt the economy of the areas you're directly trying to bypass. This will NOT have a positive effect. I know I speak for myself and many others in saying I don't understand why you wouldn't just continue Hwy 231 projects. This entire project reeks of greed and it's absolutely disgusting.

Response

Elmore, Summer

Comment

2 – Alternatives

I oppose a new-terrain highway alternative for this project. The purpose and need do not justify the high environmental impacts or the high project cost.

The maximum travel time savings from Jasper to Indianapolis is 5 minutes off of a 143 mile trip. Travel time reductions to other destinations are even less. Overall, Route P will reduce total annual truck travel hours by only 1%, compared to not building a new-terrain highway.”

Route P would accomplish little in meeting other goals, such as improved safety in the 12-county study region, or improvement of the local or regional economies. Reduced vehicle crash costs were only measured for the local road improvements that are included in the project. The predicted potential economic improvements, such as better access to the workforce for regional employers, higher population growth, or a reduction in poverty, are not compared to other existing or potential strategies such as improvements in housing, workforce development, or quality of life, that may cost less or come with less environmental and private property damage. Nor does the DEIS demonstrate convincingly that any such economic improvements will actually result from building the highway.”

I believe that I have a trusted opinion in this type of work since I have been working in this specific industry for over 20 years. Find better ways to spend our tax money. Responsibly improve the world we live in.

Response

McCullough, Tina

Comment

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Hi, I'm Tina McCullough and I live in Odon Indiana. My house and land is in line of the new road that someone wants to put in. I use someone because that's about all that are for this road. Someone, like one maybe two people think this is a good idea. There is nothing supporting that this road is needed. There is no traffic jams on highway 231. And I 69 is not busy at all. This is supported by facts. Please do not take away my livelihood by take away my forest and farmland and my husband's business along with my house or my daughters house and her business or going between our houses and making it unsafe for my grandchildren to walk to my house which is now a two minute walk. There is money already given to improve 231 and that is all that needs to be done. But it is fine how it is now. Don't save someone 5 minutes to destroy so many lives in the process. And make me lose so much time getting around an unneeded road. We the people will fight this and elect the people that will stop this highway. No one in their right mind would push for this road so do the right thing and stop it now.

Response

Geisler, Chad

2 – Alternatives

3.28 – Energy Impacts

Comment

To all stakeholders involved with the Mid States corridor project,

My primary concern with the Mid States corridor project is at least partially listed in the thoughts noted below.

What studies are being conducted or considered to measure the changes in transportation technology which will impact the stated reasons for the need for the new roadway?

As part of the analysis, before we spend billions of dollars on infrastructure spend chasing issues of today, what shifts in transportation are we reviewing for 20 years in the future? What evolutionary changes in transportation are we considering, analyzing, and including in the assessment?

Will the needs and challenges be the same as they are today?

Some of the reasons cited for the new roadway are congestion, safety, time savings, fuel savings, and economic development.

I would like to see a study looking at each of these areas. The study should take into consideration the advancement of technology that will be in play by the time the new road is in place and operational 20-plus years in the future.

Congestion: What is the capacity of the existing infrastructure over a full 24-hour cycle? Not just during peak hours?

Numerous studies indicate that self-driving trucks coming online in the next decade will relieve congestion through better traffic management. Self-driving trucks can be dispatched across a greater range of times such as night or early morning hours when the roads are not busy.

Yes, 231 can be crowded during peak hours. However, there are 24 hours in the day and this cycle is not fully utilized today.

As a speaker pointed out during one of the public hearings, the industry in Jasper and Huntingburg is located in town. A bypass would not eliminate the need for pick-up and delivery to these businesses. Unless, of course, these businesses move out of town and relocate along the bypass. Is this really what we want? This would pull tax revenue and small business revenue out of town.

Self-driving trucks can be dispatched to arrive at the business overnight when – traffic is less, emissions are lower (during the summer months lower temps at night reduce emissions)

Safety:

Self-driving vehicles improve safety through enhanced safety features, and a lack of distracted, tired drivers. Additionally, a broader option to dispatch trucks during off-peak hours reduces the exposure of

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trucks and cars being on the road at the same time. Self-driving vehicles could even be idled for a window of time in a community where traffic is peaked, or at a targeted time such as when school buses are running.

Efficiency: Time

Studies are available showing improved operational efficiency. Some reports show as much as a 42% improvement due to the elimination of the need for drivers who are mandated to a maximum number of driving hours per day. This gain will more than offset having trucks sit during a peak period such as a rush-hour or school bus times travel times.

Fuel savings:

Dispatching at off-peak times = less start-stop traffic = better fuel efficiency. Driving at night = cooler temperatures = lower emissions and higher fuel efficiency. All of this is not including the impact of electric vehicles on the trucking industry. What impact will EVs have on this industry? How does that mitigate the stated needs for the bypass? Do we not all see solar panels on the trailer roofs charging electric trucks during the day, and the trucks then rolling out at night?

Additive manufacturing:

The need for trucks will never go away. However what impact will the growth in additive manufacturing (printing components parts, or small consumer items on-demand) have on the trucking industry? Think of the shift in the music industry vinyl records gave way to tapes. Tapes gave way to CDs. CDs gave way to digital downloads. Digital downloads are now the dominant form of distribution in the music industry. Small items that are shipped today will in the not-too-distant future be printed at home or a nearby additive printing center after you purchase the intellectual rights to the design. Industry is already starting to shift some production to 3D printing on demand. This will only continue. There are 3D-printed houses already being manufactured. This technology will continue to impact how we receive goods. Condensed raw materials require fewer cubes in a truck than a fully produced and assembled item which often requires shipping a large amount of empty space in the box.

Drone delivery:

What impact will small package delivery via drone have on traffic?

In summary:

Before spending billions to build infrastructure, which is targeting current needs, the advancement of technology impacting those needs must be studied. I feel the Bypass is the equivalent of investing taxpayer money into building a plant to produce vinyl records...Yes, there is still demand but that demand is far less than it was 20 – to 30 years ago. This would not be a good return on investment. Technology is coming into use that will aid all areas of concern that the Mid-state project is trying to address. These need to be included as part of any study and consideration.

Thank you for your consideration,

Response

Fellers, Andrew

2 – Alternatives

Comment

I am a lifelong Republican. I will vote based on how you handle the proposed mid states corridor project. I will vote for your primary opponent, or your democrat challenger if you support this project. I know Gov. Holcomb's time as governor is term-limited, however I know you will seek another election down the road. You are the chief executive of Indiana and have the power to direct INDOT that there will be no new-terrain build of a road that would parallel US-231.

I ask that you put an end to the new-terrain option, or know I will ACTIVELY support your opponents in primaries and general elections for the rest of your political career.

We have \$75 million already planned for US-231, which the proposed route P would run alongside. A new terrain road is a complete and utter failure and waste on all levels of our state government, and I will not support it.

Response

Breitinger, Walt

President, Valparaiso Chain of Lakes Watershed Group

2 – Alternatives

Comment

Please vote only for highway projects that utilize existing highway corridors. Please do NOT increase new highway routes or allow for increasing highway corridors.

Better utilizing or improving existing highways is much more efficient, economical, and intelligent.

Response

Gilbert, Steven

2 – Alternatives

3.21 – Forest Impacts

Comment

INDOT and Route P. NO!

Expand and upgrade US 231 and quit Bozo-ing with what little remains of Indiana's natural wood lands.
Be a steward of the land.

Response

Greene, Linda

2 – Alternatives

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

I am writing to you for the second time to urge you to cancel all plans for the Mid-States Corridor Highway, which is nothing more than an outrageous boondoggle. There is no possible reason for the highway to be built. It would ruin thousands of acres of forests, wetlands and farmlands. New-terrain Route P, which mandates new construction, is completely unnecessary and a waste of vital taxpayers' money that could be used for social services.. Further, the highway would raze the habitat of threatened and endangered species like the northern long-eared bat and bobcat at a time when nature is in peril from the climate emergency and sixth extinction. What's more, the highway would destroy the hardwood forest and sandstone cliffs of the Gantz Woods Nature Preserve in Davies County, further imperiling the natural world.

If there is a true transportation problem, INDOT should upgrade the existing US 231 to solve it.

A new highway would be an affront to future generations because it would ruin landscapes that are their legacy.

Take the right stand: say no to the highway.

Response

Jeffery, Rosemarie

2 – Alternatives

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to object to new terrain mid-state corridor construction through Indiana. The proposed Route P would destroy thousands of acres of forest, wetlands, and farmland. In addition to outright habitat loss, Route P would further fragment woodlands and wetlands.

Fragmentation encourages encroachment of invasive species which threatens our native species of plants and animals. Of particular concern are the endangered long-eared bat and bobcat, as well as many species of forest birds.

A further concern is the excessive cost of the new terrain proposal. A much better alternative would be to upgrade US 231.

Please! No new terrain construction!

Response

Klehfoth, Kristal

2 – Alternatives

3.25 – Ecosystem Impacts

Comment

In order to protect wildlife and our natural resources, please do not approve the new terrain construction, including Route P.

This destruction of irreplaceable natural resources is not necessary if INDOT will pursue only upgrades to US 231 as it exists.

Response

Miya, Shawn

2 – Alternatives

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am writing to oppose new terrain construction, including Route P. I am urging INDOT to pursue upgrades to existing US 231 only. Please protect our forests. They are vital to our wellbeing. It is unnecessary to destroy thousands of acres of forests, wetlands, and farmlands for the new terrain construction in Route P. It is not justifiable and it is at great cost to taxpayers.

Documented habitat for species like the endangered northern long-eared bat and the bobcat will be destroyed. The rich hardwood forest and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County will also be demolished for another unnecessary highway. Stop this destruction.

Response

O'Donnell, Molly

2 – Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to express my I strong opposition to new terrain construction, including Route P, of a Mid-State Corridor. We should preserve the area's forests, wetlands and farmland. INDOT should just pursue upgrades to existing US 231.

Thank you for your consideration,

Response

Pate, Nathan

2 - Alternatives

3.9 – Air Quality Impacts

Comment

Any new-terrain MSC would be a boondoggle, destined to enrich a few, with all detriments and costs borne by the rest of us. The detriments and costs are not justified by the peripheral 'gains' which might ensue to a small group.

Moreover, we must stop building infrastructure which facilitates and 'bakes in' accelerated burning of fossil fuels. Our leaders must take account of record-high levels of CO₂, climate disruption, and a heating planet. It is past time to dial back CO₂ emissions.

Make do with an improved 231 to confront these realities.

Response

Reardon, Mary

2 - Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Lands

Comment

Please OPPOSE the destructive new terrain highway proposed in the Mid-States Corridor Highway project. INSTEAD, make upgrades to the existing US 231.

The Mid-States Corridor Highway would destroy thousands of acres of wetlands, forest and farmlands.

It would also raze valuable habitat for the bobcat.

And it would destroy the rich hardwood forests and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County.

Instead of this devastating Mid-States corridor highway project I urge INDOT to make upgrades to the existing US 231.

Response

Rupp, Robin

2 – Alternatives

3.21 – Forest Impacts

Comment

I am opposed to Mid-States Corridor - new terrain construction. Please upgrade US 231 and the other highways we have. This is critical not to cut through more forests and new terrain.

Fix the roads we have! This will create jobs and help the economy as well.

Please protect the little natural environment we have left.

Response

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Schwab, Michael

2 - Alternatives

Comment

I oppose new terrain construction, including Route P.

I urge INDOT to pursue upgrades to existing US 231 only.

Response

Sullivan, Maggie

2 – Alternatives

3.19 – Stream Impacts

Comment

While I was happy to see that the Draft Environmental Impact Statement (DEIS) for the proposed Mid-States Corridor Project showed that Routes O and M would generate excessive environmental harm, Route P does not seem to be a compelling option either. Route P still involves over 50 miles of new terrain highway, which is both destructive and expensive. The DEIS shows that Route P would have significant environmental impacts, particularly along the East Fork White River and Patoka River. We should be working to protect our waterbodies, not to further degrade them.

The DEIS does not show a compelling reason to construct Route P. It would only minimally improve travel time for trucks. A reduction of 5 minutes in travel time on a 143 mile route feels insignificant. Is that really worth \$735 million to \$1 billion of infrastructure investment?

Fix the roads we have instead of building new ones.

Response

Seger, Leslie

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

We can no longer go a single day without hearing about climate change and its impacts. Building new roads is an outdated concept as we strive for reducing climate change. The resulting impact of building roads and paving over more and more acreage is an increase in heat and air pollution.

<https://www.cnbc.com/2020/09/02/climate-change-hot-asphalt-releases-harmful-air-pollutants-in-cities.html>

Southern Indiana is historically a region consisting of poor air quality. Forests and wetlands are necessary for mitigating climate change and managing air quality. The acreage consisting of forests and wetlands that would be lost to the Mid-States Corridor is acreage that we can't afford to lose.

Additionally, the more new-terrain roads that are built, the fewer acres of usable land remain for homes, businesses, and agricultural use. As the world's population (and the population of this area) continues to grow, there will be a considerable need for agricultural land to meet increasing demands for food and other crops.

The proposed route P runs through forests, wetlands, agricultural land, and the rural population. In fact, bald eagles are hunting and living in the very location that this proposed route will destroy. Multiple bald eagle sightings have occurred between the Jasper-Dubois Road, and along county roads 190 N, 300 N, and 400 N. These eagles have been observed hunting and living in the very same locations as that the proposed Mid-States Corridor would pave over and destroy. These are just a few of the animals that will have their habitats destroyed.

This project seems wasteful at a time when we need to be more cognizant than ever as to our waste and environmental footprint. It has been (and will continue to be if it moves forward) a waste of taxpayer money, environmental resources, and usable homes and farmland. Also, running a road alongside another road that serves the same purpose and is not heavily used (ref. Route P paralleling U.S. 231 north of Jasper to Loogootee) is wasteful and damaging to the environment.

The Hoosier Environmental Council is against building the MSC. The Sierra Club is against building the MSC. Farm Bureau Insurance is against building the MSC, among others. Clearly many are concerned about the impact that this road will have on our environment and surrounding areas.

So I ask you, is all that will be lost worth a time savings of 5 minutes?

Response

Maxey, Paula

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hello, my name is Paula Maxey and I am writing on behalf of myself and my husband Jack Maxey.

We are in Route P and are targeted to be affected by the new highway. We live about 2 miles north of I-64 at the corner of Holland Rd. E. and 231. Much of what we could submit has already been submitted many times and is on record regarding the need, or not, of this highway; and the manner in which it has been handled, or perceived to be handled due to poor communication and lack of participation and public interaction from those who have proposed this new highway.

1. Where is the effort to find ways to improve and/or meet the needs of the proponents other than tearing up and taking citizens property? I have not seen it. All the studies are regarding the impact of the new highway and finding the best route for a new highway. . How about no route. I truly believe that if the will was to find alternatives; there would be solutions. There always is....it all depends on the goal you set. In this case it has only been a new highway.

1. I spent 40 years in business management for a manufacturing business in Jasper prior to my current retirement part time job. The Managers in a business set a goal based on what is best for the business. Unfortunately some business decisions affect jobs and otherwise can be good by adding jobs, benefits, products, etc. Few decisions tear up other citizens property with no alternatives and not without including those citizens. Is this how diplomacy, responsible citizenship work?

1. Meetings are held with the public by a basically commissioned engineering team who have been authorized to do impact studies regarding the routes. These people cannot change whether there is a new road or not. They are doing what they are paid to do. They cannot do anything about what they hear from concerned and impacted citizens. Where are the people proposing the new road to talk to at the meetings? The business owners, the State Reps, State Senators are supposed to be listening to all of us. We are not a group of illiterate people who are only emotionally involved complainers. We concerned and impacted citizens are business people who have also managed companies; farmers who run million dollar operations; college graduates with Bachelor and Master degrees, teachers, Doctors, other business owners.

1. Have any business owners, State Reps, Senators gone out and actually talked to individuals who may be affected? I mean actually talked and listened. They don't have a problem with it when trying to gather votes? Have they walked these homes and lands?. It's much easier to be disconnected from the issues when you make the people just numbers and everyone's property, but your own, disposable.

1. I do not believe that a new highway instead of what we have on each side of the state, 65 an 69 and the current 231, is going to bring a lot of new business in this 54 mile stretch. This is another statement that of course is difficult to negate, , as all the citizens affected are not against growth and prosperity for our county and State. However, if these statements of growth and prosperity are reacted negatively by citizens, we are perceived as not liking change, not progressive, etc. Wrong!! I also feel

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sick thinking about the expenditure, waste, taxes that I and my children will pay on top of giving up our property, and not by choice and our free will

1. We among so many have worked hard to build our lives, families, working citizens, Christian families, future leaders here in Dubois County. We are law abiding, tax paying, committed citizens to our area who did not move away. Let's see the proposers in public meetings, walk the lands, talk to citizens, get ideas from citizens, at least set another goal without taking 150 people homes, and at least consider other solutions.

1. In regard to traffic problems, congestion, in Jasper, etc. Everyone knows that is a stretch to call a reason for the new Corridor. I have traveled to Jasper every day for 40 years to work. Thankful for a great job there. No complaints. There is nothing perfect and for persons who need to back out on a highway, sorry. For businesses who may need to find new trucking routes to save 5 minutes, you can do it. Put the minds to work on these problems each. Try some small solutions first before messing up lives. There are plenty of ways this occurs through natural disasters, and things out of our control.

1. I am asking for reasonable thinking and compromise (forget winning) to be applied before this mere 55 miles of highway tears up properties, homesteads, beautiful landscapes, pieces of the heartland.

1. Currently, this impact study and Route P have impacted our husband's ability to make decisions regarding our property, retirement, what to do in case of death or major illness. Who will be interested in property, although it is very beautiful 10 acres with lake and home; on a target list to have a highway run through it? The value of our property has been devalued as we speak due to this study, lack of decisions, time frame, and probably will be de-valued forever as the highway will be close if it does not take our home. Seems people are at the bottom of the impact study.

Response

No Last Name, Madison

2 – Alternatives

3.9 – Air Quality Impacts

Comment

I would like Governor Holcomb and all involved to understand that I, and many other Hoosiers, do not think that the Mid States Corridor is the right decision for Indiana. For environmental and human health reasons, I do not believe it is a good idea to expand further, larger, car-centered, routes in the state. These types of projects consistently get prioritized over mass transit, pedestrian walkways, bike lanes, intercity and rural transit solutions for those without car access, and fixing existing infrastructure.

Climate change is no joke, and consistently centering our state, and country for that matter, around one type of transportation (cars), is an outdated and dangerous way to plan. All other industrialized countries have focused on improving existing roads for cars while ALSO enhancing and adding opportunities for more environmentally friendly and PEOPLE centered transit--like bikes, buses, rail, and carpool services.

I urge Indiana to take a look at who we are leaving out when we choose to fund cars over people

Response

Zins, Stephen

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

My name is Stephen P. Zins and I strongly oppose the preferred Mid-States Corridor (Mid-States) Alternative Route P (Route P) western bypass in lieu of other alternatives. I grew up in Loogootee and worked at West Boggs Lake as a kid and met people from all over the State that have traveled to Loogootee. As I grew older, I worked with my father on nearly every house in town, during this time we met countless travelers in local restaurants at lunch. Later, I attended college and move away. But, for years my wife and I have planned to move back to the town we love. I even have property north of Loogootee where my family still resides. Unfortunately, this land too is in the path of Route P.

Alternative Route P would directly impact the land that I own. I never dreamed this land could ever be impacted by of all things, another highway! I talk to my friends and family frequently and am reminded of how many people travel Highway 231 and stop at the Dairy Master restaurant on their way to West Boggs Lake, to get gas, to visit downtown vendors. Can you provide economic impact studies that have been done for the businesses in Loogootee?

It should also be noted that we have a very strong Amish community in Martin and Daviess Counties. They will directly be cut off from Loogootee for shopping, trading, etc. They have numerous questions that will likely never be asked and more certainly will never be answered. In this day and age, how could this possible happen that a minority community be excluded? Can you provide detailed studies regarding how the Amish community will be affected from both an economic and social aspects?

Finally, and perhaps most importantly, there are countless families and agricultural businesses that will be negatively impacted and perhaps will lose their businesses. I am dumbfounded how a select few businesses in Dubois County can dictate the fate of so many businesses in different counties. Can you please list the businesses that support Route P? What is the payback period on such an enormous project? Can you provide the economic impact study for the agricultural businesses in Martin and Daviess counties? Who has represented Martin, Daviess, Greene counties during these studies? It is my understanding that numerous traffic count studies have been conducted and ,in fact, reviewed by INDOT which indicate that upgrades are not warranted. Can you refute this? How was a more direct route to connect to a newly constructed I-69 considered (i.e., Jasper to Otwell to Algiers to Alford)? Can you provide all routes that were considered? Can ALL of the proposed routes be provided for public review and comment? What studies have been done to overall changes in traffic flow (i.e. Will local communities be driving additional miles to enter Loogootee? How will this affect the Amish communities with horse-drawn vehicles? Are there any studies regarding school bus crossings at the proposed Route P and current Highway 231? Please do not pretend that the one-time payout provided to the owners of agricultural businesses and farmers through eminent domain will ever truly replace their businesses.

Mid-States Tier 1 DEIS Comment

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Review of the Mid-States Impact Statement indicates that the Route P will save “minutes” traveling from Jasper to Crane. Loogootee recently invested in the revitalization of its downtown. I learned this not from family and friends but business partners that recently traveled through Loogootee. The local economic development commission has planned several additional improvements that will benefit its citizens and those traveling through the town such as roundabouts, brownfield redevelopment and additional trails. Many of these improvements are made possible by those patrons that visit Loogootee. Money that will be spent on a highway that practically mirrors an EXISTING highway could be spent improving existing and entire communities. In fact, Governor Holcomb announced a plan for \$75M in improvements to U.S. 231 in June 2021. The announcement indicated that design and construction of significant improvements to U.S. 231 in Dubois and Martin counties, between Interstates 64 and 69 with roadwork beginning as soon as 2022. Is Mid-States still planning on an additional new road even with these improvements which are slated for the current year? What are these improvements? Can these improvements subsidize the need of an alternate route?

In my career, I have been fortunate to travel every county within our state. I know firsthand the needs that all of them have regarding road improvements and upkeep. I can't help but think how so many of those counties would be appalled to think that a select few businesses have dictated the funds of Indiana taxpayers for a route that is essentially already in place.

Thank you for reading and considering my thoughts regarding Route P. I look forward to discussing the questions posed in this letter. Please feel free to contact me directly if you have any questions via the email provided below.

Response

Powell, Kevin

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hi. My name is Kevin Powell. I moved to Jasper after college to begin a career with a local company. Dubois County has proved to be a wonderful place to call home and to raise a family. We have a lot to lose.

Speaking from someone not born and raised here, I'm surprised by the lack of listening to the concerns of community members. The study indicates between 100-149 homes, businesses, institutions, and farms will need to be displaced for the recommended proposed route P. Does that take into account the businesses on the square in Jasper that are struggling? Does that take into account any change of traffic patterns that may hurt other downtown areas or businesses? What about the gas station that will now be passed? Or the families that will move out of town because they aren't willing to part with their dream of owning 5 acres with a barn and a home? There doesn't seem to be an abundance of homes for those who are displaced. What about them? Because of this, I'm disappointed in this project and study. Public input has NOT been appropriately listened to. This project is being pushed by a minority. A 54 mile route to cost between \$750 million to over \$1 billion dollars to save 5 minutes? What will happen when this 54-mile route needs maintenance? How will this be funded? How about we improve our existing roads for a fraction of the cost?

Response

Bosto, Chuck (Valley Watch Representative)

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

At a time of upheaval and uncertainty in the world in terms of the impacts on the world's food supply, inflation, crime, drug use and it's spread, along with many other stresses. Now is not the time to be destroying farms and any agricultural land for a new terrain highway.

According to the impact statement, Table 3.5-1 has "alternative P" having potentially 149 "relocations" of homes, businesses and farms. Also another 29-51 because of "Loss of Access."

Table 3.23-1 Right-of-way acquisition could also wipe out as much as 1,832 agricultural acres and upwards of 733 acres of "prime farmland."

Table 3.2-2 land use impacts identifies 2,497- 3,226 acres right of way impacts for route P. What about the people whose property is not directly affected, except now they have a 4 lane highway near their place, destroying their peace of mind and affecting their property values? Or those families and businesses who will now have to cross a 4 lane plus the original 231 to get to the east or west side of the proposed route.

The state has already identified improvement projects for route 231. Adding passing lanes, wider shoulders and other improvements are more in line with what is needed than an entirely new terrain highway. People live in the area because of the 'quality of life'. The time saved for motorists would be negligible. 5 minutes saved from Jasper to Indy.

The cost of building a new terrain highway does not justify the devastation to the environment and the displacement of hundreds of citizens from their farms, home and businesses.

A "NO Build" option was not mentioned in the DEIS. It should be and that is the option that should be selected.

Response

Hauersperger, Bud

2 – Alternatives

3.2 – Land Use Impacts

3.7 – Traffic Impacts

3.12 – Construction Impacts

3.24 – Agricultural Impacts

Comment

I believe the west side bypass around Jasper has the following benefits over the east side bypass:

1. The ease of construction would be much easier and less costly on the west side of Jasper because the terrain is relatively flat and more open. The amount of land needed to construct the west bypass should be less due to level terrain with no need for expansive hill cuts and raised roads through wetlands.
2. Development along the west bypass would be more suitable for industrial and commercial development than the east bypass. Larger buildings and parking lots would be difficult to construct on the hilly eastern route.
3. Access roads and utilities would be cheaper to install along the west bypass due to the level terrain which would also help support areas for development.
4. The cost of comparable farmland, on the west side, compared to the cost of the developed estates on the east bypass should also be less.

I suggest a detailed cost/benefit comparison be performed taking the above items into consideration. I could not find such comparisons in the environmental reports.

Response

Maxey, Paula

1 – Purpose and Need

2 - Alternatives

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

I suggest to the investors and study group for the mid-states corridor project to change the will/objective to solve any issues and municipal and corporate needs with a firm resolve to not take property and livelihood of southern Indiana citizens most of whom do not live in the municipalities or have any stock in the companies that have these needs. Once there is a new mindset on the project there may be amazing results that aren't obvious and not found if you aren't even looking.

A new highway is a one-sided approach. The 2nd approach is to examine how to improve without a new highway. For those who have privately contributed to the feasibility study for a new highway, some \$ should fund a study for feasibility of solutions to improve with the least negative impacts on property and homeowners who pay taxes their whole lives right here. Is the normal approach to proposals like this?

1. Propose based on private needs
2. Gather support for proposal from influential friends and higher places in government
3. Research proposal
4. Deem feasible to do
5. Find best way to move forward and tell public how you will be doing it

Pardon me, but where is the step to look at alternatives? Where is the step to involve the public in a referendum if it is public matter that will be paid for by tax papers and impacting hundreds of homes and thousands of people where they live? Where is the step to show other alternatives that could also make a dent in what the private companies view as opportunities and cities to resolve issues that are not even issues for people who do not live in the cities? Come on.....

The reasons and facts to build a new highway and the preferred route have been presented at public meetings. Let's see a presentation summary of facts be presented at a public meeting by the study group, to not build a new highway, many of which have already been presented by concerned citizens and companies at these public meetings. Individual comments are allowed in 2-minute excerpts come off as emotion although these individuals have true facts and study behind their reasons. These are also college educated, degreed persons who are managing business, operating multi-million dollar farming operations, teachers, professionals in all walks of life.

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A different mindset to not build this highway will result in solutions. A “yes” to finding alternative to a new highway, instead of an immediate “can’t be done” creates a different path of thinking and possible actions. Corporations teach this to their employees all the time in problem solving and quality groups. I was in manufacturing management for 40 years.

On a cynical note, a small amount of time to search for solutions as an alternative to a new highway, will not further impact those of us known to be affected who are between a rock and a hard spot now for years anyway.

Thank you for reading my comments. And I hope there may be at least more study and public presentation, including comparisons, to not build this highway so we the public can trust that every effort has been made to save our farms and homes. The trust is not there now.

Response

Buse, Katrina

0 – Summary

1 – Purpose and Need

2 – Alternatives

3.2 – Land Use Impacts

3.3 – Social Impacts

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

Comment

Being a long-term resident of Dubois County, a business owner, and paying my fair share of taxes, I am opposed to spending any more tax dollars for any further studies or for the proposed new terrain Mid-States Corridor advancement. I would support improvements to HWY 231, which would meet the needs of the majority, average, local residents.

When we first heard of mid states corridor, it was supposed to be I-69. Well, we got that and now they want to add another 'mid states' corridor? REALLY? I remind you that I 69, is only 20 miles from Jasper to Petersburg, this is our connectivity to I 69! We have inflation costs are outrageous, gas price hikes, taxes will increase with all the federal govt handouts, financial strains across the board for the middle- and lower-class people. We cannot face more taxes for this construction or for maintenance and upkeep of new terrain. There are minimal gains noted in the DEIS for only the trucking industries, and businesses that are financially supporting this study for their own benefit. This study is swayed to their needs and their pocketbooks.

For example, tell me why in the DEIS, when you are comparing the alternative routes in costs, you list a descriptive comparison for each route, but when it came to route P you did not even mention the costs. You list O as “high costs and high impacts to many resources” and “unfavorable rating on new acres of right of ways and cost”. Route M “least favorable rating on cost and new right of way and length”. Route B “half the cost of most expensive and shortest route” and “2nd favorable for new right of way”. Route C “most favorable of new acres of right of way, and second favorable for cost” (DEIS Chapter 5.1.1 thru 5.1.5) Talk about trying to sway this study for those that paid you, for their outcomes, and benefits. Route P is the second longest route, and will cost 735 million dollars to 1,052 billion, (3rd highest cost) with 2,497-3,226 acres for new right of ways (3rd highest). These costs include only construction costs and exclude additional costs such as right of ways, relocations, design, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add another 2 billion dollars on top of this. Compare this cost to the minimal travel time gained and the cost does not outweigh the minimal gain.

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This is fiscal waste of money to build a new road! The upgrades to HWY 231 should be enough, so improve that roadway and widen it. It is less than 10 miles to get from south side of Jasper to the north side of Jasper, so no by-pass is needed. I hope that you take into consideration the farm ground that will be lost, the environmental changes that this unique beautiful southern part of the state will lose, loss in wet lands, and forest, in addition to increased pollution, drug and sex trafficking, decreased water and soil quality, homes, and businesses,(noting the bypasses around Huntingburg, Jasper and Loogootee will lose access to commuters and travelers who use hwy 231) and even national historical homes will be destroyed, and legacies. I vehemently oppose any new terrain as we cannot fix and maintain our current highway systems.

Even though Route P performs slightly better in meeting the project's core goals -- increased accessibility to major business markets; more efficient truck travel; and increased access to multimodal centers -- than other routes, its benefits are very limited and narrowly focused on truck travel. The maximum travel time savings from Jasper to Indianapolis is 5 minutes off of a 143 mile trip. Travel time reductions to other destinations are even less. Overall, Route P will reduce total annual truck travel hours by only 1%, compared to not building a new-terrain highway.

Route P would accomplish little in meeting other goals, such as improved safety in the 12-county study region, or improvement of the local or regional economies. Reduced vehicle crash costs were only measured for the local road improvements that are included in the project. The predicted potential economic improvements, such as better access to the workforce for regional employers, higher population growth, or a reduction in poverty, are not compared to other existing or potential strategies such as improvements in housing, workforce development, or quality of life, that may cost less or come with less environmental and private property damage. Nor does the DEIS demonstrate convincingly that any such economic improvements will actually result from building the highway.

To summarize, Route P's main benefit would be as a truck/freight corridor, and even for this benefit Route P does not perform very well. Do not waste taxpayer's dollars any more for this, as this would be fiscal irresponsibility.

DO NOT BUILD THE MID-STATES CORRIDOR

Response

Spellmeyer, Leonard and Connie

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 -Comments, Coordination and Public Involvement

Comment

Thank you in advance for taking the time to read our letter. We are concerned citizens who still have a lot of questions about the Mid-State Corridor, even after attending the listening sessions at VUJC. While this gave the opportunity for some to share their opposition, it sure seemed like the “deck was stacked” at this event. Specifically, we found it interesting to hear from the gentlemen from Rockport who short of begged for this road to connect to them. Why would they need it? Did their bypass not help them? We don’t want Jasper to be like Rockport! We also noticed the Mayor of Jasper, the Director of the Economic Development local group and a couple of employers were the minorities in this room. Where were our politicians who should be laser focused on the public comments? In future meetings, please ensure their attendance. It’s vital as their role should be one of listening.

629-923 acres of forest land, 1354-1832 acres of farmland, and 100-149 homes, businesses, institutions, and farms. Not included in this amount are people like us. Our 15 acres are about 2 miles from the selected route. We chose to move there 20+ years ago and build a home to be away from roads like you are proposing. Please remember people like us. Your study may be flawed because we don’t want to cross this road, live by this road, have our grandchildren drive across this road to visit, etc. Does the study account for people like us?

I leave you with a quote from an article from the Evansville Courier written from one of your previous colleagues about this study. "Every step of the way we looked at this, no one had confidence in the project," she said. "We're going to displace people. We're going to move farms. We're going to impact wetlands and wildlife and agricultural fields. And for what? Why are we doing it?"

Jason, please answer these questions. The answer is not for five minutes and it’s certainly not for two local businessmen and a couple local politicians. Please speak up and provide our community the transparency that is deserved.

Response

Melchoir, Jeanne

3.9 – Air Quality Impacts

Comment

These two current warnings should be a wakeup call to the absurdity of planning for a new highway. This projection strongly suggests that building yet another highway that would be obsolete before the pavement is dry, is a total waste of taxpayer money. Fix the roads we have, make do with that, and make the changes necessary for a more livable future.

FOR IMMEDIATE RELEASE

June 13, 2022

IDEM issues statewide Air Quality Action Day for Tuesday

INDIANAPOLIS – The Indiana Department of Environmental Management (IDEM) has issued an Air Quality Action Day (AQAD) and is forecasting high ozone levels for tomorrow, June 14, 2022 in the following regions:

- **Central Indiana** – Marion, Bartholomew, Boone, Brown, Delaware, Hamilton, Hendricks, Howard, Madison, Shelby
- **North Central Indiana** – St. Joseph, Elkhart
- **Northeast Indiana** – Allen, Huntington, Wabash
- **Northwest Indiana** – Lake, Porter, LaPorte
- **Southeast Indiana** – Clark, Floyd
- **Southwest Indiana** – Daviess, Dubois, Gibson, Greene, Knox, Perry, Pike, Posey, Spencer, Vanderburgh, Warrick
- **West Central Indiana** – Vigo, Carroll, Tippecanoe

IDEM encourages everyone to help reduce ozone by making changes to daily habits. You can:

- Drive less: carpool, use public transportation, walk, bike, or work from home when possible
- Combine errands into one trip
- Avoid refueling your vehicle or using gasoline-powered lawn equipment until after 7 p.m.
- Keep your engine tuned, and don't let your engine idle (e.g., at a bank or restaurant drive-thru)
- Conserve energy by turning off lights and setting the thermostat to 75 degrees or above

AQADs are in effect from midnight to 11:59 p.m. on the specified date. Anyone sensitive to changes in air quality may be affected when ozone levels are high. Children, the elderly, and anyone with heart or lung conditions should reduce or avoid exertion and heavy work outdoors.

Ground-level ozone is formed when sunlight and hot weather combine with vehicle exhaust, factory emissions, and gasoline vapors. Ozone in the upper atmosphere blocks ultraviolet radiation, but

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ozone near the ground is a lung irritant that can cause coughing and breathing difficulties for sensitive populations.

IDEM examines weather patterns and current ozone readings to make daily air quality forecasts. AQADs generally occur when weather conditions, such as light winds, hot and dry air, stagnant conditions, and lower atmospheric inversions, trap pollutants close to the ground.

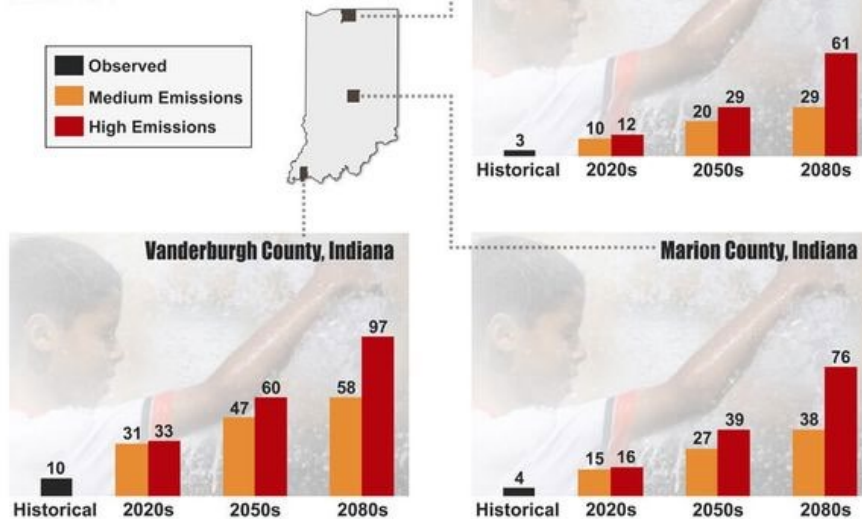
To learn more about ozone or to sign up for air quality alerts, visit SmogWatch.IN.gov.

John Blair of Valley Watch posted this on Facebook today.

So you think it is hot today? Look what the official Indiana Climate Assessment says is our future. Vanderburgh County is specifically mentioned, projecting 60-that's right 60 days of 95°+ days each year by 2050 compared to just 10 today. We had all better learn to adapt to HOT!

Extreme Heat

Number of Days With High Temperature Above 95°F



"Historical" is an average for the period 1915 to 2013. "2020s" represents the average 30-year future period 2011 to 2040. "2050s" represents the average 30-year period 2041 to 2070. "2080s" represents the 30-year period 2071 to 2100.



Response

Durcholz, Amy

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.14 – Visual Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Hello, I am writing to state my opposition to the Mid-States Corridor.

Reasons I am opposed:

- 1) waste of taxpayers' money
- 2) do not support displacement of family and neighbors
- 3) destruction of needed farmland/forests. This area is a top agricultural area and I do not support any destruction of agriculture.
- 4) increase in pollution/climate change. Transportation is the leading source of carbon emissions in the U.S. We can't keep building new roads.
- 5) study provided negligible improvements - 5 min time savings to Indy. Not good enough to destroy this beautiful rural landscape and family's homes
- 6) misled the public - study removed safety as a core goal after the public information sessions in 2019/2020
- 7) road will increase crime such as drug and human trafficking and robberies. Our towns are safe and we don't want out of town passerby's bringing crime to our area!

I support US 231 upgrades only!

Response

Oleson, Peter

2 – Alternatives

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am writing today to comment on the proposed Mid-States Corridor Highway Project plan. Several options have been proposed and I'd like to suggest that the most economical option as well as the option causing the least disruption to Hoosiers is the upgrade of the existing US 231 route. Additionally, the new terrain route P- although financially beneficial to land speculators along the route- would cause significant environmental disruption as well as negatively impact Hoosiers currently living along the proposed route.

An upgrade of the existing US 231 will do much to revitalize communities along its path. Homeowners are already acquainted with living close to a busy roadway and may well appreciate the reduction in congestion that the improvement might bring. Conversely, route P would require significantly more acquisition of lands- putting a number of homeowners off their property- at great cost to taxpayers.

Using the existing route would also prevent the degradation of thousands of acres of forests, wetlands, and farmlands will be ruined by the new terrain construction in Route P for no justifiable reason and at great cost to taxpayers.

In addition to the increased cost of the new terrain, studies have documented areas of habitat for species like the endangered northern long-eared bat and the bobcat which will be severely impacted under this plan. Rich hardwood forest and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County will be demolished for another unnecessary highway.

I urge you to support the upgrade of existing route US231 and to reject new terrain proposals for the Mid-States Corridor Highway Project.

Response

Street, Terry

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.8 – Title IV/EJ

3.24 – Agricultural Impacts

Comment

I am writing this letter to voice my opposition to the Mid States Corridor's new terrain construction proposition.

The existing highway 231 from Jasper to the I69 connection is sufficient and according to the INDOT traffic reports, US 231 traffic counts are at 25% of the highway's capacity. This does not meet the requirements for a new terrain road. Loogootee will suffer the consequences of by-passing it with loss of thru-traffic and loss of business and revenue. The Amish community also relies on Loogootee for their shopping needs along with Loogootee needing that revenue, and with many east/west roads being cut off, there will be heavy horse and buggy traffic at the chosen corridor crossings that will be very dangerous. Also, school bus traffic will need to cross this road multiple times a day while running its route. This highway will also take away valuable farm ground, and tax revenue from Martin County. Due to the Crane Naval Base, Boggs Lake, and the Hoosier National Forrest, Martin County already suffers from a low tax base.

The actual needs that would benefit travelers would be improving the existing 231 with passing and turning lanes. This simple improvement would eliminate the rare traffic bottlenecks that occur. Governor Holcomb has already appropriated the funds to improve highway 231 with passing and turning lanes and improved traffic flow at the intersection in Loogootee. Loogootee now has 4 lanes through most of the city, and the northern section could easily have a turn lane installed. As a taxpayer, I feel the new terrain route would be fiscally irresponsible of taxpayer money and most of the population involved is against it.

Response

Divine, Rita and Charles

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.8 – Title VI/EJ Impacts

Comment

I am writing you to voice my opinion on the Route P West MidState Corridor. When I first heard about this project there was no mention of taking this road to the west of Loogootee. There was talk of up 231 and another over closer to French Lick.

My name is Rita E. Divine and my husband Charles and I live off of 231 south of Loogootee. I am a retired teacher from here in Loogootee and my husband spent close to 40 years driving 231 to work in Jasper. Several years ago when we first heard that 231 was to be widened and improvements made we were very excited that the bill had passed as we felt the very busy highway was in dire need of improvements. The number of cars that drive to work in Dubois County is unbelievable. The same can be said for the number of cars that drive north on 231 from Dubois Co.

Living south of Loogootee, we still make many trips to Jasper to visit friends, doctors, to eat out and to shop. By using the funding that is already approved for 231, we feel this would make travel safer and faster. If the Route P West was passed, we see that as a negative for Dubois County as well as Loogootee. If I was driving west to jump on the new road, I may decide to just go on to Washington. The Route P West doesn't make sense. Why spend thousands of dollars more to make a brand new road just a couple of miles West of existing 231? What would it really gain? I have watched our small little town lose businesses in the past, but in the last few years we have seen renewed interest and involvement in the revitalization of Loogootee. Several improvements are already taking place in our downtown. What will happen to our small town if you take the road west of the city of Loogootee? Will businesses close, will people move away and the same for our schools? For several years we have used 69 to get us to our grandkids in Evansville more quickly. It has taken years to get any gas stations or restaurants along that route. Before 69 was built the towns such as Petersburg, had businesses that were working for them. Now some of those have gone out of business. The same would happen if a new road was built. Why not use what we have? Instead of ruining small towns, help them grow. As you know, we have a large Mennonite and Amish community in this area. We in this area are proud to have them as a part of our community, but we see the Route P West as a negative for them. Farms and families could be cut off from each other. We must remember they do not need their businesses being cut off from others. We also worry about their safety. Will there be a horse and buggy lane for them? The majority of those families are west of 231 now, but with the new route, they would not be. They would be forced to travel on roads not safe for their means of transportation.

We do not claim to know what all would need to be done to keep Loogootee growing, but taking a main road out of Loogootee is not the answer. Please reconsider and do what is best for our small community. Let's work together to help Southern Indiana grow and be a place others would want to live. Why spend money for a new road when one is just a couple of miles to the East? Take the traffic through our town and not around it. A few minutes saved is not worth it.

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Thank you for taking the time to read my letter and please reconsider the Route P West road. I look forward to hearing your thoughts and ways this road can help all of us.

Response

Tolbert, Chris

2 – Alternatives

3.24 – Agricultural Impacts

Comment

We reject the plan for new-terrain routes for the Mid-States Corridor. We instead propose the focus on improving existing roads and bridges to be safer and more efficient, while also expanding access to alternatives such as improving current roads and rural transit.

We believe that Route P is poorly planned as the time that it would save on the commute is not worth the cost of taxpayer money. While also destroying local communities and families livelihoods that rely on the would be destroyed farmlands.

Response

Schulte, Mike

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hello I am writing to state my opposition to the Mid-States Corridor.

Reasons I am opposed:

- 1) waste of taxpayers' money
- 2) do not support displacement of family and neighbors
- 3) destruction of needed farmland/forests. This area is a top agricultural area and I do not support any destruction of agriculture.
- 4) increase in pollution/climate change. Transportation is the leading source of carbon emissions in the U.S. We can't keep building new roads.
- 5) study provided negligible improvements - 5 min time savings to Indy. Not good enough to destroy this beautiful rural landscape and family's homes
- 6) misled the public - study removed safety as a core goal after the public information sessions in 2019/2020
- 7) road will increase crime such as drug and human trafficking and robberies. Our towns are safe and we don't want out of town passerby's bringing crime to our area!

Response

McAuliff, Edward

2 - Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

I am ADAMANTLY OPPOSED to the Mid-States Corridor.

Four and a half years ago I started looking for a place to retire. I grew up in the Chicago suburbs, then moved to the Atlanta suburbs and then to the Destin, Florida area. Over the years I saw each of these places I called home develop. Small semi-rural areas became more and more congested with people, roads and traffic. The farms and forests gave way to continually increasing numbers of chain stores and restaurants and roads and traffic and, of course, crime. When I decided to retire, I wanted to live in an area that was rural but not desolate. I looked at northern Georgia, northern Alabama, western North Carolina and the entire state of Tennessee. Then someone suggested that I look at southern Indiana.

What I found in southern Indiana was ideal. This is an area that is primarily rural agriculture but not isolated. Here one can live less than ten miles from town and still feel like they are out in the countryside. In addition, this area offers plenty of employment opportunities in Jasper, anything one really needed for shopping, a good hospital and medical care, and beautiful places to visit. If one needs to go to a larger city for entertainment or certain events, then Evansville and Bloomington are only an hour's drive and, Louisville and Indianapolis are less than two hour's drive. In places I lived before, a two hour drive might only be twenty miles, or less.

One of the most unexpected features of this area is the geographical beauty. It is so nice to be away from the congestion of the city and still have pretty much everything one needs. My address is US Highway 231. Now when I go to town, I may have to wait for several vehicles to go by before I can leave my driveway, but I can still get to Home Depot in less than ten minutes and downtown Jasper in around fifteen minutes. I just love it here.

Now we are threatened with the Mid-States Corridor. Since I lived in Florida, this was something of which I was unaware when I moved here. So, I wanted to learn about this new, potential road. After attending a couple of meetings where residents voiced their concerns, I was flabbergasted. I have learned that this proposed highway would parallel the existing route US 231 and destroy hundreds of acres of valuable farmland and displace over one hundred residences. I am one of those residences. The reasons for the road are primarily for development and commercial traffic. First off, I don't know to where I could move. Secondly, the "congestion" that is referred to is non-existent, especially in comparison to the other places I have lived. Thirdly, to spend over \$1 billion to run a new road parallel to the existing road is ludicrous. I moved here because there is, what I consider, no congestion. One of the other reasons given for the new road is the amount of time that would be saved going from Huntingburg to Indianapolis. What I learned was that the amount of time saved is roughly ten minutes. That, in itself, is preposterous to think that over \$1 billion plus displacement of so much farmland and so many residences is worth it to shorten the drive by TEN minutes.

Mid-States Tier 1 DEIS Comment

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Also, looking at the DEIS, there are too many “reasons” given based on projections that are impossible to predict. One example is the mitigation of pollution by new electric vehicles. Of all vehicles on the road today, less than 1% are electric and 42% of those vehicles are in California. Only 6% of all new vehicle sales are electric. Consider the coal that is burned to provide the electricity to recharge the batteries that power those vehicles. That is too weak of a foundation to justify such an extravagant expenditure and justify so much destruction of property. It appears there is a small special interest group that is promoting this road without the approval of the general public it affects. For those special interests, I say, if YOU want to be ten minutes closer to Indianapolis, then use YOUR money to move YOUR business ten minutes closer. If our democracy is “of the people, for the people and by the people” then why should this small interest group be allowed to push through something that is so vehemently opposed?

To INDOT and the Governor of this beautiful state, please consider the ramifications of this Mid-States Corridor proposal and put an end to it. This project does not fairly represent or reflect the wishes of the majority of the citizens that ask you to represent them by electing you to office. The money already allocated to improve the existing road, US 231, is a much more rational alternative.

Response

Riley, Samantha

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

The proposed Mid-States Corridor makes no sense. It makes no sense to destroy nearly 1850 acres of farmland and nearly 750 acres of prime cropland. It makes no sense to destroy nearly 150 homes, businesses, farms and other structures. Farmland, especially prime cropland, is irreplaceable. There is none available in this area. The homes that will be destroyed are irreplaceable, especially in today's insane real estate market.

It makes no sense to build a new-terrain corridor that will parallel the existing US 231. Using the new-terrain US 231 that runs from I-64 through Spencer County to the Ohio River as an example, in many places the original US 231 runs adjacent to the new-terrain corridor. For 11 to 12 miles in Spencer County, the original US 231 is a stone's throw from the new US 231....!! The Route P that was selected for the proposed MSC will also parallel the existing US 231 through Dubois and Martin Counties.

The estimated cost of a new-terrain Mid-States Corridor was quoted in the DEIS as approximately 1.052 BILLION dollars – and that estimate didn't even include the costs for land acquisition, additional engineering and other unanticipated costs. Then when you factor in the unprecedented inflation our country is currently experiencing, this misguided project could easily cost taxpayers upwards of THREE BILLION DOLLARS.

The State of Indiana has already pledged 75 million dollars to improve the existing US 231. That project, which was clearly identified as being completely separate and distinct from the Mid-States Corridor, was planned to start in 2022 and promised to relieve congestion in Huntingburg and Jasper, add additional travel lanes, passing lanes and left-turn lanes. Those improvements alone will improve safety and travel time.

At upwards of 3 BILLION dollars, the MSC no longer has safety and relieving congestion as its core goals. Safety and congestion were downgraded to secondary goals since there wasn't enough congestion to warrant an expenditure of this kind, along with the fact that increased speeds on a new-terrain highway will result in more fatalities and life-changing injuries.

The sole remaining primary goal of the MSC, according to the DEIS, is a savings of travel time. As identified in the DEIS, the savings in travel time from Jasper to Indianapolis is 5 MINUTES! That makes absolutely no sense to cause the kind of life-altering destruction that this proposed MSC will create, and WASTE BILLIONS of taxpayers' hard-earned dollars, to save a few travelers 5 minutes on a trip from Jasper to Indianapolis.

Stop the insanity! STOP THE MID-STATES CORRIDOR PROJECT.

Response

Henke, Mary Beth

2 – Alternatives

3.3 – Social Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

Why are we spending millions of dollars to help a few select heavily financed groups achieve their goals when these expenditures will cause financial lost to other Hoosiers, especially farmer and those in agricultural business. Lost agricultural income affects families and their rural communities and the local and state economy.

I realize Jasper, IN has a traffic problem. This is not the proper solution. This corridor will create dead end roads because of limited access causing problems for citizens. Buses of school children will be forced to cross divided highways.

I support the 2021 plan announced by Governor Holcomb to identify funds for design and improvements of the existing Hwy 231 between Crane and Dale. Our state doesn't need a new road running parallel to 231.

I wish I could VOTE to stop the MidState Corridor. Alternative P should not be developed.

Response

Mid-States Tier 1 DEIS Comment

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Zook, Timothy

2 – Alternatives

Comment

My name is Tim Zook. I live in Dubois county Indiana. This email is to show my support for the Mid States Corridor project. Thank you.

Response

Henke, Mary Beth

2 – Alternatives

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Sen. Mike Braun was quoted in the June 7, 2022 issue of The Herald as saying "I'm a big proponent that you find out maybe what the best combination is by not trying to do it from the top-down, let states maybe wrestle with what makes sense for them, see what works." This was in regard to the gun violence issue but I think it could apply to our road decisions.

The project team has continued to hold hearings, seek input, and share detailed findings. Citizens have discussed the alternatives and rejected them. Businesses have declined to be identified as financial supporters of the project.

Our state agricultural leaders and farmers have stated Alternative P has the second highest potential for impact to row crop agricultural lands. Lost agricultural income is projected to be over a million dollars.

What makes sense for us in our state is for us to weigh the harm this project will cause to our farmland and rural communities with the benefit of a little faster route for others.

What would our children and grandchildren want? More money now for some and a little faster route is a temporary gain but no one can recreate the destroyed forests, abundant farmland, and rural environment.

Senator Braun and State Senator Mark Messmer may not realize that their support of the law permitting private funding of transportation infrastructure studies in Indiana was really a top-down move. The money generated allowed a small group to force future road expenditures on citizens who would vote against the project if it was possible.

Alternative P does not make sense to me.

Response

Breitwieser, Sara

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.13 – Cultural Resource Impacts

3.16 – Threatened and Endangered Species

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I oppose any new terrain highway in reference to MidStates corridor from 231 north of Dale, around Huntingburg, and Jasper, and Loogootee, and north to I 69. I do support improvements to current terrain.

The cost of this proposed new terrain does not outweigh the negligible gains to the trucking industry in the said goals of the Tier one study. This alternative P is higher loss of prime farmland, then any other route. We need food sustainable in this country to decrease our reliance on other countries. You talk about increasing our economy with new businesses, but yet devalue our agricultural business, by wiping them out? Who says their business is less valuable? I hope that you take into consideration the farm ground that will be lost, the environmental changes that this unique beautiful southern part of the state will lose, loss in wet lands, and forest, in addition to increased pollution, drug and sex trafficking, decreased water and soil quality, homes, and businesses,(noting the bypasses around Huntingburg, Jasper and Loogootee will lose access to commuters and travelers who use hwy 231) and even national historical homes will be destroyed, legacies and this route will affect the roosting areas of 4 kinds of bats, 2 are endangered, and the other 2 are just not processed as endangered yet, but in all practicality would be endangered. This is fiscal waste of money to build a new road! The upgrades to HWY 231 should be enough, so improve that roadway and widen it.

It is less than 10 miles to get from south side of Jasper to the north side of Jasper, so no by-pass is needed. Our connectivity to I69 is 20 miles to Petersburg from Jasper. Improve that roadway! I strongly oppose any new terrain as we cannot fix and maintain our current highway systems.

Even though Route P performs slightly better in meeting the project's core goals- 1.Increased accessibility to major business markets. 2.More efficient truck travel, and 3. increased access to multi modal centers- than other routes, its benefits are very limited and narrowly focused on truck travel, which does not justify the devastation this road would cause. The maximum travel time saved from Jasper to Indy is 5 min off 143 mile trip. Travel times reductions to other destinations are even less. Overall route P will reduce total annual truck travel hours by only 1%, compared to NOT building a new terrain highway.

Mid-States Tier 1 DEIS Comment

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Route P would accomplish little in meeting other goals, such as improved safety in the 12 county study region, or improvement of the local or regional economies. Reduction vehicle crash costs were only measured for the local road improvements that are included in the project. The predicted potential economic improvements, such as better access to the workforce for regional employers, higher population growth, or a reduction in poverty, are not compared to other existing or potential strategies such as improvements in housing, workforce development, or quality of life, that may cost less or come with less environmental and private property damage. Nor does the DEIS demonstrate convincingly that any such economic improvements will actually result from building the highway. Route P's main benefit as a truck /freight corridor, and even for this benefit route P does not perform very well.

Stop this fiscal irresponsibility, STOP the Midstates Corridor Project!

Response

Jahn, Kyle

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

There are many reasons why I am opposed to the Mid-States Corridor. You just as me know why this is wrong in so many ways.

1. Environmentally Wrong, as I believe we should stop destroying so many of Indiana's Forest Lands and Farmlands that God gave us to live off the land.
2. Air and Noise pollution, not just to us Humans but Nature as well.
3. It's supposed to save a few minutes, I don't think so, maybe if you drive above the speed limit which therefore will be an unsafe road.
4. If you build the mid-states corridor you are building an interstate for DRUG Traffic & CRIME to Dubois County, which I have already seen on the rise. We already are adding onto the County Jail, looks like its already too small for the in influx of the Drug Lords that will be stopping in.
5. As I write this email we are currently in a Heat Advisory and IDEM says we should Drive Less or Carpool, walk or ride a bike. Then when the Government says this, then why are we building a new road when we should drive less?
6. They want us to have less vehicles on the road, then why waste our Taxpaying dollars to a new road that benefits on a few big businesses for their logistics? Us locals still have to follow their trucks in town, so that they can get to their warehouses.
7. People are losing their homes and homesteads that they have built their families and memories. Don't destroy their livelihood.

These are just some of the major issues I see with building a new road that is uncalled for. Please say NO to the Mid-State Corridor!

Response

Scherle, Maria

2 – Alternatives

Comment

Good morning! I'm writing to ask you not to proceed with the Mid-states Corridor. I know progress needs to happen, but improving the current 231 seems like a much better solution. I urge you to consider this option.

P.S. This does not affect my property nor anyone in my family. I just don't see the reason for disrupting so many others and taking away beautiful countryside to save 5 or 10 min of driving to Indy.

Thank you for your consideration!

Response

Steigerwald, Gayle

2 – Alternatives

3.5 – Relocation Impacts

Comment

I am writing to ask you to reject any new-terrain routes for the Mid-States Corridor, 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.

Response

Seng, Linda

2 – Alternatives

3.5 – Relocation Impacts

Comment

Concerning the new mid-state bi pass planned for our area. I cannot imagine the fairness of taking people's homes and land from them which they have spent their entire life building and hoped to spend the rest of their lives there to save 2 to 3 minutes of driving time for big business to transport items to Indianapolis.

Response

Durcholz, Eric

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hello I am writing to state my opposition to the Mid-States Corridor.

I was born and raised in this community. I left for college and lived in 2 other states before choosing to come back to the area to raise my son. This road and everything that comes with it goes against the reasons I came back. I came back for the good schools, small town atmosphere, and high work ethic. I believe this road will have a negative impact on the positive reasons I live here now. If the road was built years ago, my family and I would not be here now. If it is built in the future, it is highly unlikely I will continue to live here and neither will my son or his future family.

This road personally impacts my family and my family's land. We would not be able to find similarly situated land in this area should the government take our property. There is a housing shortage and land is pretty much unavailable in Dubois County.

In addition to personal impact, I also oppose the road for the following reasons:

1) Waste of taxpayers' money, over \$1 billion in today's cost which doesn't factor in current and future inflation, design, relocations, etc. Taxpayers truly have no idea the total cost of this project, but we know it's wasteful spending since US 231 will already get \$75million in upgrades. The State of Indiana needs to focus on maintaining current roads and not adding to our backlog of maintenance projects.

2) Do not support displacement of family and 148 other community residents in Dubois and Martin Counties. Where are all those people supposed to go?

3) Destruction of needed farmland/forests. This area is a top agricultural area, and I do not support any destruction of cropland.

4) Increase in pollution/climate change. Transportation is the leading source of carbon emissions in the U.S. We can't keep building new roads.

5) Study provided negligible improvements - 5 min time savings to Indy. Not good enough to destroy this beautiful rural landscape and family's homes

6) Misled the public - study removed safety as a core goal after the public information sessions in 2019/2020

7) Road will increase crime such as drug and human trafficking and robberies. Our towns are safe and we don't want out of town passersby bringing crime to our area.

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I support US 231 upgrades only!

Response

Krampe, Steve

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR.

The proposed Mid-States Corridor is a huge waste of taxpayers' money. The DEIS states the project will cost up to \$1.052 BILLION dollars, and that doesn't even include the cost of land acquisitions, additional engineering costs, and the effects of the unprecedented inflation gripping our country.

Due to that incredible inflation, Hoosier taxpayers are forced daily to choose only "needs" and not "wants" in order to remain afloat. That's what we expect the planners of the Mid-States Corridor to do. This project is not a NEED, it is only a WANT of several wealthy businessmen who hope to become wealthier by putting the enormous cost of the MSC squarely on the backs of the farmers, homeowners, and property owners who will be forced to relinquish their land and their property to eventually be bulldozed for this unnecessary corridor.

Leigh Montano, an environmental engineer who worked on this project in 2020, eventually left the profession altogether, mainly because of the insanity of the Mid-States Corridor project. She and her colleagues were amazed that the project was proceeding at all. It didn't make sense. It didn't make sense to destroy thousands of acres of farmland for a new corridor when I-69 was recently constructed just a few miles west.

(5/22/22 Evansville Courier & Press, Page 1. Reprinted in the Dubois County Daily Herald on 5/24/22)

Bill Kaiser, legal counsel of the Mid-States Regional Development Authority, accidentally proved our point that the Mid-States Corridor is not needed in order for this region to prosper when he briefed the Huntingburg Common Council in Feb 2022. To quote Mr. Kaiser:

"While pointing out the importance of the improved north to south connection, Kaiser said that state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County — in excess of \$4 billion annually — with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four-lane north to south highway, Kaiser and Schroeder told the council."

(<https://www.duboiscountyfreepress.com/mid-state-corridor-route-recommendation-expected-by-mid-april/>)

We already have a north-south road that serves our needs just fine. US 231 is scheduled for an improvement project to start in 2022 that already aims to relieve congestion, improve intersections, add turn lanes, passing lanes and travel lanes. Spending multi-Billions on a new corridor that won't even achieve those goals doesn't make fiscal sense.

Mid-States Tier 1 DEIS Comment

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Since the proposed MSC is planned to have no stoplights and no overpasses, all traffic on the other major roadways in the area will be forced to interact with the new corridor at dangerous at-grade intersections, or traffic-delaying J-turns. The MSC will cut across States Roads 64, 162, 164 and 56, as well as heavily-utilized St. Henry Road (1100S), Ferdinand Road NW, Schnellville Road, Jasper-Dubois Road, and many other smaller county roads that will dead end. That will result in travel costs and wasted travel time for the residents in our area.

It was interesting to note that, at the April 28th MSC Public Comment Hearing at the Jasper Arts Center, the video that the MSC Project team had playing on a loop was supposed to show the traffic “congestion” going through Jasper. Instead of showing congestion, the video showed one semi-truck easily making a left turn at the US 231 / 6th Street intersection. The truck was not impeded in any way. It was able to make its turn successfully without a problem. There was very little traffic, the truck was only followed by one smaller vehicle. There was no opposing traffic in any direction. In other words, there was NO congestion!

Any heavy truck traffic currently traveling on the existing US 231 and streets in and through Jasper and Huntingburg will still use those streets and roads whether the multi-billion-dollar corridor is built or not. Those trucks are there because they are traveling to and from the factories, distribution centers and retailers in Jasper and Huntingburg. The MSC will be a HUGE waste of money and precious resources.

BE FISCALLY RESPONSIBLE – ABANDON THE MID-STATES CORRIDOR PROJECT.

Response

Schulte, Joyce

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I am writing to state my opposition to the Mid-States Corridor for the below listed reasons, plus too many more to mention:

1. Safety was removed as a core goal after the public information sessions in 2019/2020. Why? Were we mis-led?
2. Is a 5 minute savings in time to Indianapolis worth the destruction of so much beautiful rural landscape?
3. No one around here wants to see an increase in drug usage/drug dealings, human trafficking, robberies, etc. We now feel safe!
4. How much of taxpayer's money (which most can't afford) is being spent on something we don't want?
5. Destroying our farmlands/forests will have a major impact on many that make a living off the land. We are an agricultural area.
6. Putting a price on someone's personal home/land and displacing them isn't worth the price, especially when another viable option is available.
7. Improvements to 231 is the way to go!

Response

Yager, Carol

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I urge you to reject any new terrain plans for the Mid States Corridor. Instead, funds can improve existing roads and bridges without the HUGE disruption of thousands of acres of beautiful Indiana countryside.

The proposed project would cause loss of farmland, loss of forest acres, loss of wetland, alter streams, and force relocation of homes, farms and businesses. We can do better than that.

Response

Grewe, Karen and Bob

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

Please accept the following comments on the Mid-States Corridor Projects on behalf of Karen and Bob Grewe.

To begin, the project is ill conceived. Major public infrastructure projects should not be brought forth by the desires of a few, select, private funders (who remain yet to be identified.). Public infrastructure that results in the taking of property and tearing apart of the heritage and fabric of communities must be more fully vetted and not be unduly subject to only the whims and influence of private funding and singular commercial interests. The unmitigated bias demonstrated in the origination, funding and subsequent planning will not withstand judicial security. There will be lawsuits and this process to date will not hold up.

Further, the planning process did not take into account more viable alternatives, such as a super two route between Jasper and I-69. Such an alternative was not included in the survey component of the study. This is but one example of the bias in the planning process.

Lastly, the economic benefits of the project are grossly overstated. The body of work on the “actual” benefit of new highway construction reflects that the larger urban areas at the terminal points of a route receive the full majority of the benefits and smaller rural communities along the route see little benefit. More often than not, these smaller communities realize only negative effects from a new highway.

Our recommendation is for INDOT to dismiss the project as it stands. If a transportation route like the Mid-States Corridor is desired, it should be pursued in a manner that precludes the inherent commercial bias that has infiltrated every inch of this project. It seems clear that a small group of private interest and INDOT thought they could “phone in” the necessary environmental analysis and get busy aligning political support and funding. It seems these same private interests discounted the local opposition to the project.

Please do the right thing and pull the plug on the Mid-States Corridor until it can be considered through a clear, public benefit lens and not only from the perspective of a few commercial interests.

Response

McKee, Whitney

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I truly believe there's no reason for this road. I think the existing 231 can be revamped and fulfill what you want to do with the new road. I69 was just built and has had little to no impact in our area (Daviness County). We do not need another road between 231 and I69. If you travel on I69 from Washington to the crane exit there is very little traffic, Therefore I do not see that building a new road is even needed. If the concern is traffic congestion in Jasper maybe the best option would be building a bypass around Jasper. Please do not ruin our farms and all the beautiful wildlife. We the people that live in these small towns and in the country want to keep it the way it is. A lot of these farms have been in families for 100+ years and we are sick over this. If this road was a necessity I would be a lot more at ease with giving up my house and land for it. Wanting to take away so many homes to save 5 minutes is absolutely sickening. We have plenty of roads running in the same direction and it's not necessary. Please take all of these thoughts and concerns into consideration.

Response

Ticknor, Cherie

2 – Alternatives

3.4 – Economic Impacts

Comment

If we are building more roads just to accommodate the trucking industry, to save them 5-10 minutes, I feel this Corridor doesn't need to be built. It will deter traffic away from many small towns that rely on it for business and income. Stop building more roads and fix or upgrade the ones we have.

Response

Smith, Eliot

2 – Alternatives

3.3 – Social Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

With the tentative selection of Route P for this planned highway, it is clear that the benefits of a new-terrain highway are far outweighed by the costs (including the financial cost of up to a billion dollars).

The draft environmental impact statement for the project makes clear that reduced travel time— the main supposed benefit — is truly minimal: a decrease of 5 minutes in the 140-mile trip from Jasper to Indianapolis. Much of the benefit of this project could be achieved by much less devastating local projects, such as improvements to sections of the existing Route 231.

The environmental and social costs of the project are immense, in contrast to the tiny benefits. Several natural areas and parks would be adversely affected, including floodplains, forests, and wetlands.

All in all, this project should be rejected. Indiana should fix the roads we have rather than investing in highly damaging new-terrain road construction.

Response

Bettag, Dan and Mary

2 – Alternatives

3.3 – Social Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

Concerning the Midstates Corridor Project, please know that the two taxpayers in this household are adamantly against it.

We already have enough highways, so how about if we concentrate on maintaining or even upgrading the existing roads?

What about all the farmland that will be destroyed and the inconvenience to those farmers whose land will be divided? What happens to the homestead farms whose land these families have cherished for so many years? Just doesn't matter anymore?

Too much taxpayer money has already been spent. Enough already!!

Response

Meyer, Susan

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am expressing my opposition to the Mid State Corridor. Please stop this project. Although we live in Holland our ground just missed the route P but it will still take some rent ground from us. The average farmer cannot pay the big prices that people are paying for rent, plus there is none to be found. Where is people who will lose houses, business and farm ground supposed to find places nearby. And I guess nobody cares about the children having to cross over four lanes with people going 60-70 miles an hour. Buses will have to cross over four times a day. This will not help the towns for instance Huntingburg, this road will be in Southridge back door. What family would want their children crossing it four times a day. Rockport says they need this for their town. Well, they already have 231 and people are just by passing their town, that's why its dying. Same is going to happen to Huntingburg and Jasper. The companies are doing fine without a North South road! Don't be greedy! Please reconsider this Project.

Response

McCullough, Dustin

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Dustin McCullough and I would like to voice my opposition to the Mid State Corridor. My family's farm is located near highway 231 in Daviess county and will be cut in half by this new road. I grew up there and my mother has lived there her entire life. My sister just built a new house beside my mother and father's house on the farm. She has a 1 year old baby and is able to walk to my parents' house for visits. My parents' house will likely be demolished if the route P plan is carried out and this family environment would be destroyed. My parents will have to find a new place to live and will not be able to enjoy their granddaughter the way they currently do. That is just my immediate family. I also have an Aunt and Uncle who could potentially lose their home and 2 cousins who will have some of their land taken. I know you probably don't care about my family, but this would be devastating to us. Please take us into consideration when making a final decision.

The chosen route P goes directly along highway 231. Why wouldn't you expand 231 to meet the stated goal of the MidState corridor? This would be much cheaper and cause significantly less harm to the area. I have traveled the road to Jasper countless times throughout my life and there is never any traffic. I would understand a need for a new road if traffic was backed up, but there are literally no choke points of traffic. This is a horrible idea and a very poor reason to destroy people's homes and farms. Saving 5 minutes from Jasper to Indianapolis is not worth 1 billion dollars of taxpayer money. You do not want this to be your legacy. The people of the area will never forget and generations will know it is your fault. If this road is built then your place in history is secure. You will forever be known as someone who wasted a billion dollars by building a road on top of another road.

Response

Reichmann, Ruth Marion

2 – Alternatives

3.9 – Air Quality Impacts

Comment

I do not see the need for any new-terrain routes for the Mid-States Corridor,

It would be much better and preferred to focus transportation improvements on making our existing roads and bridges safer and more efficient and expand access to alternatives such as pedestrian/bicycle lanes and trails, rural transit, and intercity bus and rail service. The climate crisis dictates a change in lifestyle, which is happening right now and it should be carefully looked at by the planners. It is important to look into the future,

Response

Wagler, Shannon

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

My name is Shannon Wagler and I am a resident of Loogootee, Indiana. I am writing today in OPPOSITION of the Mid-States Corridor project.

The proposed corridor plan will destroy our family farm of 50 years. My in-laws, who are in their late 70's, will be displaced from their home. Our farm ground not only provides for agricultural business, but it also provides a natural habitat for many native Indiana trees, wildlife, and a natural pond. We are devastated at the thought of this all being destroyed to save very little travel time.

My own mother has built a business in Loogootee from the ground up over the last 35 years. In the past 2 years, she was finally able to put up a new building downtown and her business is booming. The proposed route will take away all of this business she has worked so hard to build up. Research shows that when highways bypass small communities, those towns see a negative impact, especially the small locally owned businesses. There won't be the traffic through our small town to keep these places open.

As a first grade teacher at Loogootee Elementary, I know all too well the importance of enrollment. The number of students that attend your school directly affects the amount of funding you receive from the state. Our enrollment has suffered over the past few years. We are already struggling to get families to move to our community. More and more are moving away for employment opportunities. We are losing state funding. The proposed route will not only displace families, but they will move away from our community which will equate to a loss of more students for our public school. We are an awesome school system with many opportunities for students - Indiana STEM Certified, K-12 PLTW Certified, FAA Drone program, Project-Based learning, Lion Manufacturing, Pathways, and over 100 dual credit courses from VU, Ivy Tech, IU, ISU, and Ball State. We have worked so hard to build up our programs and offer these wonderful opportunities to our local youth, but we won't be able to keep many of these programs up without proper funding, which correlates directly to our enrollment. Our work, along with the Regional Opportunity Initiative, was to connect education and industry to create a workforce that is prepared for the demands of regional employment. Our hope is that students will stay in our community and build business in our rural area.

My daughter is currently a college student at Indiana University. My hope is for her to be able to come back to Loogootee and raise her family. The Mid-States Corridor will not bring high paying jobs or economic development to this area. I can't foresee many young, new families settling here if Loogootee is bypassed. We will become a ghost town and opportunities for business will be diminished.

Mid-States Tier 1 DEIS Comment

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I am asking that you please reconsider the proposed route for the Mid-State Corridor. The limited benefit is not worth all the negative impacts it would cause - destroying valuable farmland, displacing families, and taking away native Indiana forests and their wildlife.

Thank you for your time,

Response

Woods, Sandy

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Farmland Impacts

Comment

As I stand in our yard watching the traffic on 231, it is obvious there is no need for an additional highway. Thirty seconds, forty seconds often go by between vehicles passing in either direction. It is far from being congested. Even morning or evening Crane traffic doesn't delay a trip to town by over a couple of minutes. Anyone who lives nearby knows this.

I also regularly travel to Jasper for supplies, always allowing fifteen minutes to get through town. This seems to be the standard and rarely is this time frame exceeded. Even if it is busy, traffic seems to flow well. I am sure factory shifts beginning and ending are an exception to this, but a bypass will not solve the issue. These people still have to go into the city.

It seems that the biggest majority of traffic in town is people going somewhere. Trucks making deliveries to businesses, people with medical appointments, going to the hospital, shopping, eating at restaurants. Isn't this what every business wanted? To make Jasper a place of opportunity. Now that it is, the situation you created, you wish to avoid. This leaves a small percentage of trucks and other vehicles that are not actually stopping in Jasper but just need to get through to some other place. Do we really need to build another highway snaking through the countryside, crisscrossing highway 231 to do this? Why not just use 231 since there is plenty of space?

I understand the desire to bypass Jasper, but the rest makes no sense. Loogootee has three stoplights. We seriously need another highway to miss three stoplights.

It is essentially saying to over a hundred families: "You are not important. It does not matter that there is a housing shortage and you will have a hard time finding a new place. If it takes a year or more to resettle, not a problem. Just get out of the way and figure it out."

To farmers: "It doesn't matter if there is a shortage of farmland to rent and what is taken cannot be replaced. Even though most of these businesses make things that people can live without, it is more important to get these things delivered than it is for you to grow food to feed them. Besides, it will only be part of your land used for this road, but you will not be able to get onto it to go to the other side of your property unless you find an access point. If it adds an hour to your day, so what, it saves others fifteen minutes." On this same note; it is hard to believe the Rain Forest is being destroyed to create more farmland while here, we systematically destroy prime farmland to turn it into roads.

To those trying to preserve forests: "Trees are not important. Plant some elsewhere. So, what if these saplings won't be able to clean the same amount for air for twenty years."

What about the labor shortage? The existing highways are not mowed or maintained as well as they should be. So, we add another highway to be kept up?

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Most of this is a senseless waste of money and natural resources. If you want to bypass Jasper, why not upgrade existing secondary roads and make improvements to 231. Keeping the displacement of families and the impact on other businesses at a minimum.

Is a highway the only way to improve the situation? Drones are going to be an option as they are being developed now. In the next decade they will have come a long way. Even small drone deliveries will take some of the trucks off the highway. How long before there is a usable bypass?

If you feel you MUST bypass Jasper, then just keep it at that. The biggest majority of us are opposed to a new highway plowing through our homes and farms. We don't WANT or NEED this!!

Thank you for your time.

Response

Seger, Leslie

2 – Alternatives

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

Residents of Dubois County were told at the outset of the Mid-States Corridor study that we need the road for safety. This was outlined as a primary goal when local city and county councils were rushed into voting to spend large sums of taxpayer dollars to help fund the study. The DEIS has identified that safety is not a primary concern. Of course, just about anyone who lives in this area or who briefly researches the accident history in the area is aware of this. So, what then, is the reason for this road? It is also apparent to anyone in the area that this road has been and continues to be unpopular with local residents. And it is not only unpopular with residents who may potentially lose property should this project proceed but with other community members who are concerned about the negative long-term impacts both socially and economically. It should also be noted that Jasper is still connected to 2 interstates within a brief 20-30 minute drive.

Also, a recommendation for the type of road to be built was supposed to be included in the tier 1 study. This was not included in the DEIS. If we don't know the type of road, how will we know the impact on existing roads and resident's commutes as well as farmer's access to fields? Rural traffic flow will certainly be affected by any road but having to cross a multi-lane highway is still different than having a road that you use daily become a dead-end. Dubois County has a large farming population. The type of road will also determine whether farmers will need to use the road or if they will be able to cross it. It will also determine how much they will be using other roads if the Mid-States Corridor is built. Will this be part of any studies? How will rural and city traffic patterns change as a result of building this road? If a road is built to save 5 minutes on a commute from Jasper to Indianapolis, how much emissions savings are negated by forcing local residents to drive further on a daily basis?

Dubois County has become prosperous as a result of multiple sectors working together along with a strong work ethic among community members. Jasper's mural just below the courthouse proudly displays all of these sectors and specifically states that the area was "built on a strong work ethic." The community did not need a bypass to accomplish this and the addition of a bypass is not the solution for maintaining prosperity. The Mid-States Corridor DEIS seems to have difficulty identifying any type of expressed need that would justify the building of this road. This is something that many local residents were already well aware of. The pro-development groups that proposed this project did not seek feedback from local residents unless they were providing donations for the study. I would also point out that when feedback was sought from local residents, it was done so in a pro-corridor manner. I'm referring to the fact that the survey sheets provided to those attending the town hall meetings did not include a "no-build" option for selection. How effective is a survey of the area's feedback on this road if ALL options are not surveyed? Especially since it has been stated in those meetings and in published statements on numerous occasions that a no-build option is being considered. If the DEIS did not find sufficient traffic counts or safety issues, and the benefit is a reduction in only 5 minutes of travel time

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for a roughly \$735M-\$1.05B road, why wasn't the no-build option recommended? Even those who have worked on the project asked this question. And yet, a specific route was still recommended.

<https://www.courierpress.com/story/news/local/2022/05/23/mid-states-corridor-indiana-traffic-construction-project-residents-environment/9619866002/>

A common-sense alternative would be to upgrade the existing U.S. 231, for which funds have already been allocated. I am asking INDOT and our state and local representatives to put a stop to the Mid-States Corridor project and direct their focus and funding to management and upgrades of existing roadways.

Response

Seger, Leslie

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

The Mid-States Corridor proposed route P is estimated to create between 109-149 potential relocations. I would suggest that this is a relatively low number once rights-of-way are taken into account. While this seems to be somewhat of a low-impact number given population sizes across the affected counties, it does not come without painful financial and emotional consequences for those affected. Additionally, the reduction in property values for those who are near or within sight of this proposed highway will negatively impact more residents than this number identifies. This coupled with the inevitable increase in taxes for maintenance of more roads and the local impact of an increased police force, fire department, and expansion of schools as a result of the road will have a negative financial impact on all citizens. Given that the average citizen will receive little to no benefit from this road, this is a financial burden that many may struggle to bear.

The loose term of “economic growth” has been used since the beginning of this project. It seems that Jasper has done well economically and will continue to as a result of having a number of large companies who are rooted in the area and a community with a strong work ethic. I have not yet seen or heard any type of strategic plan for the alleged “economic growth” that will occur as a result of this road. Have any of those who privately funded it provided specific details as to whether they will increase their employee’s wages or benefits? Have our city and county councils spent any time identifying specific goals for economic growth and development (e.g., placement of new businesses / corporations, quality of life for new and current residents, etc.). I believe that we don’t need more roads to get to Jasper, IN. Rather, we need to continue to make Jasper, IN a place worth coming to. I believe that this is something that we already do really well.

Furthermore, where will the displaced residents and businesses go? Jasper does not have enough homes, apartments, construction companies, etc. to manage this many displacements of residents. Also, interest rates are increasing and the basic law of supply and demand will mean that most residents will not be able to afford anything comparable to what they already own. It’s not as easy as “Oh, just go buy another house somewhere else.”

Many of our state and local representatives seem to be unsympathetic to the emotional and financial toll that this proposed road will have on landowners. The predevelopment groups that initially helped fund and are supportive of the project, also seem to be unsympathetic. I personally know some of the residents who will be potentially affected by the building of this road and for many, there is an emotional connection to their land or home as it keeps them connected with their family history or loved ones who have passed. For those who are familiar with the stories of those who lost homes, farms, and property when Patoka Lake was built, the emotional and financial toll was heavy. Many of those who are still living remain emotionally and financially scarred. This area does not need another heavy-handed use of eminent domain. Jasper, IN has two interstates that are both within 20-30 minutes from the town. It is illogical to think that every small city should have direct interstate access. We are close enough to two major interstates. Also, while those in Dubois County are under the assumption that Jasper will grow, it will likely be at the expense of the small town of Loogootee in Martin County. Loogootee, IN relies on the traffic that must run through the small town to reach I-69. A bypass would be extremely detrimental to this town.

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I support an upgrade to the existing U.S. 231, for which funds have already been allocated. I am asking INDOT and our state and local elected officials to put a stop to the Mid-States Corridor project and direct their focus and funding to management and upgrades of existing roadways to which we are already well-connected.

Response

Smock, Alan

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

This is my third attempt to complete comments regarding the mid-state corridor. The previous two were sent on the website as I was typing!!

I am a long term resident of Dubois County, and a more recent resident of Jasper. After thinking about the needs of the community and the industrial base, and discussing with others in the community, I've come to the opinion that while there is need for some traffic relief on 231 as it passes through Huntingburg and Jasper, the proposal seems like overkill, and I believe it's negative impact on the community is greater than the benefits. I also believe that the proposed route of the road north of the river is not needed, and the existing 231 road could be upgraded to a 'super 2 lane road' to make it more available for heavier traffic.

I believe it would be in the community's best interests if this approach be abandoned, and an approach that is less impactful on the community be developed. With Interstate 69 and Interstate 64 being close by, much of the long haul north/south traffic no longer needs to use 231, which to me means the 231 corridor does not need to be upgraded to the level proposed, and more conservative solutions be developed to help deal with the local traffic.

One last concern. I'm concerned this project will move forward without a fair and open agreement from the local community. Since this is a 'local' issue, I believe a project of this magnitude should be put to a referendum in the counties impacted. Progress doesn't always have to be bigger and better; it can be thoughtful and conservative. There are always unintended consequences of such a major project, and those consequences will impact the area for a long time.

Response

Damm, Mary

2 - Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

I am OPPOSED to new terrain construction of the Mid-States Corridor Highway, including Route P.

I reside in Monroe County and I recreate in Daviess, Martin, and Dubois and surrounding counties. I spend tourist dollars in the small towns of Odon, Montgomery, Loogootee, and Shoals.

I DO NOT want a new highway to destroy southern Indiana's forests, wetlands, and specifically, Gantz Woods Nature Preserve in Daviess County.

I DO NOT want a new highway to destroy small farms, which are a hallmark of southern Indiana's landscape and economy.

Instead of spending additional taxpayer money buying private land and building an unnecessary highway between I-69 and I-64, upgrade existing US 231 around Huntingburg and Jasper.

Response

Dumas, Don

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I think if the corridor was put up for a vote the nays would be almost unanimous. This road won't affect my much as we live west of Ireland. But I worked for the co-op for 37 years and got to know most of the county's farmers. We don't need to lose more farm ground. Running around the towns will hurt small business and we already have a housing problem so I don't believe anything good can come from building this road.

Response

Schulte, Mark

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

My name is Mark Schulte and I live at 435 E 300N , Jasper IN and I am writing to voice my opposition to this most recent attempt to build a US 231 highway bypass to Jasper, Huntingburg and Loogootee, IN now known as The Mid-States Corridor project .I have lived at this location for 40 years . It does not DIRECTLY impact my property but will be within sight from my front yard and WILL impact roads and streets that I do utilize . I feel that it will be a waste of taxpayer money (the money the Federal government will print) . U.S. 231 was first established in Indiana in the 1950's and I believe there have been several attempts to do what this project aims to do and all have fallen thru for various reasons . This most recent attempt has been made more possible by what I believe are politicians (you know who you are) who have created this RDA (or made it possible) with no way for citizens opposed to it to put a stop to it . I believe the "problems with U.S. 231 have accumulated over the years from a lack of maintenance or improvements along the way . I believe our local county and cities and towns have also added to issues by poor decisions allowing businesses to build along U.S. 231 with that highway being the only access . Those businesses are not going anywhere (unless they go out of business) so this existing highway will still be carrying any local traffic and deliveries via trucks to/from these businesses and I guess they will then need to be maintained by local city and county governments . They do not appear to have the money to do any road/street improvements on their own without getting state or federal grant money . I also do not understand why U.S. 231 through Loogootee, Jasper , and Huntingburg would be carrying so much "through" semi and car traffic with the "new" I69 15-20 minutes to the west . To then get to the businesses already here they would then need to use existing unimproved roads (S.R. 64,S.R. 56,U.S. 50 ,various county roads) .I also question figures on "future" estimates of projected traffic and economic development . Dubois county already consistently has one of the lowest unemployment rates in the state . The businesses already here have been doing well for many years and continue to do well . Also, agriculture is a large part of our local economy and I don't see building this road as doing anything but negatively affecting their businesses . In closing I do not believe this highway is in the best interests of our local farmers and agricultural businesses or our existing small businesses not to mention the people who will lose homes and or businesses for its construction. I do not believe the high cost of this project is in any way worth the small gain in time saved . I also do not believe the construction of this road is in any way beneficial to the environment in general . Please do not build this road ! Let's improve the existing U.S. 231 , truck routes, traffic signals, turn lanes, alternate city and/or county street/road access to the existing businesses .

Response

Schroering, John

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I repeat: WE DO NOT NEED OR WANT THIS ROAD! We NEED to improve the existing roads and bridges in this state as stated by the Federal Highway Administration. The cost per mile projections do not BEGIN to cover the supposed benefits. I am FURIOUS that NO PUBLIC INPUT was provided before a determination to move forward with a study and I strongly oppose using ANY tax money for further studies. WE DO NOT NEED OR WANT THIS ROAD!

Response

Krampe, Steve

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR

As a taxpaying citizen of the State of Indiana, I strongly urge you to bury the Mid-States Corridor project, and never let it rise to threaten the citizens of our area again.

There is already a Seventy-Five Million Dollar Project on INDOT's schedule to make improvements to the existing US 231, utilizing the existing footprint. Governor Holcomb announced that US 231 improvement project in June 2021 and made it clear the improvement project had nothing to do with the Mid-States Corridor project that was still being studied. The improvement project was supposed to begin in 2022 and will add additional travel lanes, passing lanes and left-turn lanes, improve intersections and improve travel in towns, thereby improving safety, congestion and travel time.

A new-terrain US 231 will cost Hoosier taxpayers BILLIONS of dollars, along with the complete destruction of homes, businesses, farms, forests and natural resources, and will not provide any more benefit than the already-scheduled \$75 million US 231 improvement project. At higher travel speeds of 60 to 75 mph and beyond, the MSC will also be deadlier than an improved existing US 231.

In this time of unprecedented inflation, Hoosier families must make difficult choices, electing to spend their limited money on NEEDS and not on WANTS. There is NO NEED for the MSC. It is solely a WANT of some wealthy area businessmen who are seeking to increase their own wealth by destroying the lives, livelihoods and property of others.

Be fiscally responsible. Save Hoosier taxpayers billions of dollars that could be better-spent maintaining the existing Indiana roads and bridges. SCRAP THE MID-STATES CORRIDOR PROJECT.

Response

Hochgesang, Gayle

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I OBJECT TO THE MID-STATES CORRIDOR

I am opposed to the proposed Mid-States Corridor. The new-terrain highway will cause too much destruction of farmland, cropland, forest land, and green space, along with the nearly 150 homes, farms and businesses along its path. The tiny benefit does not offset the enormous cost.

In their May 22, 2022 Sunday edition, the Evansville Courier & Press published an interview with Leigh Montano, an environmental engineer who worked on the project in 2020. She and her colleagues agreed the project made no sense. I-69 had just been completed about 20 miles west of the proposed MSC. It made no sense to destroy homes, farms, farmlands and forests to build another north-south corridor. She and her colleagues were baffled why this project even existed. She felt so strongly about the insanity of the project that she eventually left the environmental engineering profession altogether. The article was also printed in the May 24, 2022 edition of the Dubois County Herald.

Bill Kaiser, legal counsel for the Mid-States Corridor Regional Development Authority, inadvertently admitted the new-terrain highway is not needed for the economic success of this region when he gave an update on the project to the Huntingburg Common Council in February 2022. As published in the Dubois County Free Press:

“While pointing out the importance of the improved north to south connection, Kaiser said that state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County — in excess of \$4 billion annually — with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four-lane north to south highway, Kaiser and Schroeder told the council.”

[<https://www.duboiscountyfreepress.com/mid-state-corridor-route-recommendation-expected-by-mid-april/>]

It is obvious to EVERYONE (except, of course, the Lochmueller engineers, the INDOT and Federal Highway employees, and anyone else who is being paid MILLIONS of dollars to promote and “study” this misguided corridor), that this road is NOT NEEDED and NOT WANTED.

The State of Indiana has already earmarked 75 million dollars for a project aimed at improving the existing US 231 through Dubois and Martin Counties – a project that was clearly identified as being completely separate from any Mid-States Corridor project. The \$75 million project is slated to start in 2022 and will add additional travel lanes, left-turn lanes and passing lanes, and will address congestion in and around Huntingburg and Jasper. Those improvements alone will already improve safety and travel time on the EXISTING US 231.

Mid-States Tier 1 DEIS Comment

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The Draft Environmental Impact Statement released in April identified the primary benefit of a new-terrain Mid-States Corridor is a savings of FIVE MINUTES travel time from Jasper to Indianapolis. Safety and relieving congestion were removed as primary goals of the MULTI-BILLION-DOLLAR Mid-States Corridor project. Since traffic on a new-terrain corridor will travel at 60 to 70 mph (regardless of posted speed limits), accidents will result in fatalities and life-changing injuries -- as evidenced by just the first 5 months that the new-terrain US 231 was open to traffic in Spencer County in 2011! Traffic fatalities on that new stretch of US 231 were so numerous in the first few months, that in August of 2011, then-State-Representative Sue Ellspermann issued a statement urging motorists to use caution when traveling on the new road. It's ironic that Ms. Ellspermann currently sits on the MSC Regional Development Authority's board and is pushing for the same dangerous roadway for Dubois and Martin Counties.

The Mid-States Corridor project should be scrapped, never to rise again. It is a waste of taxpayers' money, time, livelihoods and precious resources. Fix the existing US 231 with the already-pledged \$75million project and move on.

STOP THE MID-STATES CORRIDOR.

Response

Hochgesang, John

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

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STOP THE MID-STATES CORRIDOR.

Response

Striegel, Paul

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

STOP THE MID-STATES CORRIDOR

It was ironic that the video loop playing on the screen at the April 28th public comment hearing at the Jasper Arts Center was supposed to show the “traffic congestion” on the existing US 231 through Jasper. What the video actually showed, instead, was one semi-truck making a left turn from 6th Street onto Newton Street at the stoplight. There was no congestion. There was nothing impeding the truck from making its turn. The only other traffic in sight was one passenger vehicle following behind the semi.

To those of us opposed to the MSC, that video loop served as clear evidence to show why “traffic congestion” was removed as a core goal of the project in the Draft Environmental Impact Statement. There is not enough traffic congestion to warrant the expenditure of billions of dollars of taxpayers’ money, or to warrant the total annihilation of homes, businesses, farms, livelihoods, forests, farmland and cropland.

The semi-truck traffic that currently travels in and through Jasper and Huntingburg are making deliveries to and from manufacturers, distribution centers, retailers, wholesalers, and other businesses IN those two cities and elsewhere in the county. That semi-truck traffic will still use the existing roadways in and around those areas even if a new MSC were built. The MSC will do NOTHING to relieve truck traffic in the area.

The DEIS identified the sole benefit of the MSC as a time savings of 5 MINUTES travel time on a trip from Jasper to Indianapolis. The already-planned US 231 improvement project announced by Governor Holcomb in June 2021 will already improve travel time on US 231 by adding passing lanes, additional travel lanes and left-turn lanes – on the EXISTING US 231 footprint. So the sole benefit of the MSC has been totally negated.

What the proposed Mid-States Corridor WILL DO, is COST travel time every day for the citizens in this region who use the many state and county roads in this area that will be crossed by the MSC. County roads will be cut off and dead-ended, causing residents to travel miles out of the way to find a way to cross the MSC to get to their destinations. State roads will meet the MSC at dangerous at-grade intersections, or time-consuming J-turn intersections.

Fatalities will result. Just look at the history of fatalities on the four-lane US 231 in Spencer County that opened to traffic in March 2011. There were so many fatalities in just the first 5 months of the new-terrain US 231 that then-State-Representative Sue Ellspermann issued a statement in August 2011 pleading for motorists to use caution when using the new highway.

The proposed MSC is TOO COSTLY to the residents in this area. Too costly in money, to the tune of BILLIONS of dollars. Too costly in destruction – of lives, livelihoods, homes, farms, businesses, cropland,

Mid-States Tier 1 DEIS Comment

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forestland, farmland. Too costly in time – the time wasted every day by residents of this area forced to find alternate roads to get to their donations. Too costly in LIVES – how many residents of this area will have to die or suffer life-altering injuries in this “great experiment” to save someone 5 minutes to get to Indianapolis.

STOP THE MID-STATES CORRIDOR PROJECT.

Response

Crandall, Tyson

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Tyson Crandall, I am a resident of Huntingburg, IN, and I oppose the construction of the mid states corridor.

I have worked in infrastructure construction for all 22 years of my career. We have performed projects rehabilitating piping under state roads and interstates for many Departments of Transportation throughout the United States, including INDOT. The amount of disrepair I have seen in my career is alarming. We have seen pipes in such bad shape that emergency repairs have been performed. I cannot imagine responsible parties would recommend the building of a new terrain road without having full confidence in the infrastructure in place today. Drive the state roads in the areas of this new terrain road; Hwy 56 between Haysville and French Lick, Hwy 231, Hwy 64. How can responsible parties drive these roads and be proud of their condition? I drive over 40,000 miles per year, many of which are in Indiana, and the issue is not isolated. Spending the dollars that would be required for the new terrain road on underground infrastructure and resurfacing of existing assets would far exceed the benefits of the new road. How can a complete refurbishment of Hwy 231 not be considered? Easements already exist and the residents that live along Hwy 231 chose to live by a highway. A new terrain highway brings unwanted roads in the backyards of residents that chose to not live along a highway. I feel for the many families and farmers who live where they live out of choice and are having to face the real possibility of a life changing event that is largely out of their control, opposed by many, and supported by few.

I live on a hill within the 2,000 foot corridor that has been recommended. Stand in my front yard or my back yard, and you cannot see another house. Just 2 county roads. That's where I chose to live and why. Yet even if a different route were chosen, I would still oppose this construction for the reasons stated above. Common sense and experience tells me the state has bigger infrastructure issues and more of those issues could be solved by spending dollars elsewhere thereby giving the Indiana taxpayers a bigger bang for their buck.

Thank you for providing a forum for taxpayer feedback on this unnecessary project.

Response

Buse, Dave

2 – Alternatives

Comment

I am writing to voice my objection to spending any more taxpayer money on the feasibility of the Mid-States Corridor. I would like to see what improvements could be made to US 231 or possibly routes around Huntingburg and Jasper to alleviate some of the congestion through these towns. The Mid-States Corridor would save very little time from I-64 north of Dale to where it would connect to get to Indianapolis and benefit a small percentage of businesses at the cost of us all. If these few businesses think it is needed, THEN LET THEM PAY FOR IT AND MAINTAIN IT! We can't even afford to take care of the roads and bridges we have!

Response

Michel, Loretta

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

Comment

My name is Loretta and I am totally against the Mid State Corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let us do the right thing and make the improvements identified for 231 through Dubois County and leave the rest alone.

My husband and I chose to live in Dubois County. We built our home and raised our children here. We want our grandchildren to enjoy our home as well. We have lived here for 27 years, putting hard labor into making it beautiful inside and out. The view here is gorgeous. We chose to live in the country away from the city noises and enjoy our homestead. We have no plans to move. We love it here. We do not want a new road that can potentially take our home or even worse be right beside our home where we hear every vehicle, every crash, and every siren.

In reading the studies and listening at the meetings none of this makes sense to build a new road. It will destroy many livelihoods. If we are affected, it will move us completely out of Dubois County.

It is time you listen to the majority of the public and understand we do not want a new highway built here. It is time to stop any further study or work on this proposed project.

Response

Durcholz, Marisa

0 – Summary

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Marisa Durcholz, and I live at 323 N Trainer Lane Jasper, IN.

I realize I live right outside city limits, but I come here as a voice for the public. As you can tell by most council meetings very few topics get much public attendance. If agendas aren't posted until a few days before, most don't even know what's being discussed. Even for topics that the public is extremely interested in, they don't come due to being too afraid to speak because everyone knows everyone in Jasper or they feel their voice won't matter. That's also a reason why people don't vote, they don't think their one vote makes a difference but Jasper knows from a past mayoral race that one vote/one voice means everything. Knowing everyone is both a good and a bad quality for a small town. In the case of a major project like the Mid-States Corridor that many businesses are supporting and funding, many fear if they speak out against this road or even sign a petition they'll be fired. That's bad. But if you have a handful or more constituents present at a meeting, that should tell you something. If the public thinks funding for this project will be discussed and it was adequately advertised to notify the public, you can see how people are willing to be present.

If you came tonight because you are against the mid states corridor, can you please stand up if you are in the room and can you wave a hand if you're zoomed in?

With that in mind, I'd like to ask the Jasper common council some questions and then continue with further comments.

According to city council meeting minutes 6/19/2013, the city of Jasper gave \$25,000 to the I-67 Development Corporation. They approved spending \$1.4million on 9/19/2018 for the Tier I Environmental Impact Study for the Mid-States Corridor. Does the city of Jasper plan to spend any more taxpayers dollars toward future environmental impact studies for the Mid-States Corridor during Tier II? If the Mid-States Corridor Regional Development Authority (RDA is unable to get more public funding, can the Tier II Environmental Impact Study continue through other funding sources?

You entered into an agreement with the RDA on 8/23/2017. The parties in the agreement should understand how/where funding can come from. Elected officials have a duty to advise the public on this matter.

I have a huge stack of signed petitions here of your constituents that are opposed to the corridor no matter where it goes. These were signed before the route was chosen; they don't want the road period! I understand the mayor already has a copy of this so I won't provide another copy and one reason for that is as I mentioned previously a few people who signed were worried they might lose their job.

Mid-States Tier 1 DEIS Comment

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I know you don't have to put out a notice for everything that's discussed but when you're discussing entering into a contract with other cities and counties with a Regional Development Authority (RDA) and voting to spend money on a project heavily opposed by regular everyday citizens, I think we deserve to know. Especially because we have no power to remove members of the RDA or stop the agreement. Even if we voted out every person in Jasper it wouldn't matter because the RDA requires 3/4 of the executive members (which would include Jasper Mayor, Huntingburg mayor, Dubois County Commissioners, and Spencer County Commissioners) to remove someone. We can't vote out people in Huntingburg or Spencer Counties. That's a lot different than any other city appointed boards where the mayor himself or the Jasper Common Council can remove someone and both have ultimate control over the board.

Another big difference between the Regional Development Authority (RDA) and other boards is they were given the power to acquire land and property (aka eminent domain). I've asked the project office twice now who has the power of eminent domain. Is it the Federal Highway Administration or the RDA? If it is both agencies where is the statute that combines the Federal Highway Administration with a local Regional Development Authority. Someone needs to answer this question! We demand to know this before the study moves forward any further and if the project office doesn't know the answer, we request that the comment period be extended until we get this answered. This should not get the stamp of approval and go into the federal register as a final EIS if citizens don't even know what law or regulation will be followed should their home, business, or farm be impacted. I'm providing a copy of the IN RDA statute so you can clearly see their powers over land and property.

I want to point out that for decades this project and it's many attempts to pass public and regulatory scrutiny has been touted as crucial and necessary because of congestion and safety. This was a core goal when this started. It was outlined in 2017 White Paper to Governor Holcomb that this road project would alleviate congestion and reduce crash costs. Safety was presented to the public as a part of the purpose and needs in 2019 and 2020 during public meetings. During the study it was removed as a core goal and placed as a secondary goal. This was misleading to the public. I'm providing screen shots from mid states corridor webpage that shows this history of safety being removed as a factor. I want this entered into the public record. This road isn't going to even help with the main area the public would like to see fixed, but yet up to 149 people, businesses, or farms could be displaced?

The "stakeholders" for the Mid-States Corridor project say we need this road for regional connectivity, increased labor force and to reduce travel time. Does the public's voice matter? Because we don't have millions of dollars to boost economic development in Indiana our voice isn't as important? Now can you see why hardly anyone wants to be involved in politics or show up to meetings? You have to know people or have lots of money for your voice to carry any weight. In a small community where everyone knows everyone, it's sad to know that my home and so many others will be sacrificed in the name of regional economic development. In the 2017 white paper to Governor Holcomb it said the highway "taps into Southwest Indiana's existing major assets", one of which is "available land for development".

Business owners that have pushed this project have basically threatened the cities and county that if this road isn't built, businesses will leave. They've been saying this for at least a couple decades and all the major companies are still here. They aren't staying because of the hope of a future road. They stay because this area has good people and great work ethic, something that's truly hard to find, especially now.

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You know what kids call someone who forces people to do what they don't want against their will. A bully! The public is tired of being bullied and manipulated on various studies with the looming threat that one day you may be forced from your home or farm. Some families have been stuck in limbo for 20 plus years because some powerful people can't stop focusing on this road. But I know it goes much further than Jasper, and I hope you know that too. This project as the former I-67 was supposed to connect to I-69 in Washington, now it's Crane. Crane has an interstate right next to them already. They don't need another major road. They are connected already. The rest of us can get to an interstate within 20-25 minutes and we're happy with that. But again, I guess it's more about the businesses than about regular Indiana taxpayers.

I am speaking for all opposed to this Mid-States Corridor project.

We DO NOT want any more taxpayer money spent on any further studies or construction. We support the planned improvements to US 231 ONLY. We oppose any new terrain highway as a waste and abuse of taxpayers money which will end up being all of Indiana residents should this terrible idea be brought to fruition. That money could be much better spent on transportation options that do not continue to contribute to climate change issues, more drug and human trafficking, destroying forests and farmland, and increasing pollution. Let's demand that money is spent more wisely across Indiana and especially here in Dubois County!

Response

Durcholz, Marisa

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

My comments to Dubois County Council public meeting 5/23/22. After I finished with my comments, Chairman Michael Kluesner had me read the entire article in Courier Press referenced below.

My name is Marisa Durcholz. My address is [323 N Trainer Lane Jasper, IN](#)

Thank you for your leadership and all that you do for Dubois County. This truly is a great place to live and raise a family.

I spoke at the Jasper common council meeting last week. I mentioned the fact that this area is small and everyone knows everyone. That's both a good and bad truth of a small community. It's bad when citizens feel they can't be outspoken against the mid-states corridor because they're afraid of losing their job or might upset the wrong person.

So, I come today as a voice for the public. We're done waiting for permission to speak and being provided only two minutes for our opinion with a giant spotlight in our face. This council is where decisions are made to use taxpayer money and we are the everyday taxpayers of Dubois County. I come here proactively instead of waiting for permission to react.

If you came tonight because you are against anymore taxpayer money being spent on the mid states corridor and you are for the no build option, can you please raise your hand?

I am speaking for all opposed to this Mid-States Corridor project; for those that just raised their hand, the over 375 people that showed up at Crane, a huge auditorium full at the Jasper Arts Center, for those with no mid-states corridor signs in their yard across the county and all those that have signed these petitions. Remember the majority in the Mid-States Corridor public meetings earlier this month raised their hands when asked if they were opposed to the road. They have a voice too; they just didn't want to speak in front of so many people.

For all those people, we are going on record with our local elected officials to say we DO NOT want any more taxpayer money spent on any further studies or construction for the Mid-States Corridor. We support the planned improvements to US 231 only which total \$75 million. We oppose any new terrain highway as a waste and abuse of taxpayers money which will end up being all of Indiana residents should this terrible idea be brought to fruition. Preferred route P has an estimated cost between \$735-1052 million in today's costs. That is just for construction costs alone. It doesn't include design, right of

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way, relocations, construction management, utility relocations and contingencies. How can the project office say this is the lowest cost among routes P, M, and O when the type of road hasn't even been determined and the estimate leaves out some very costly considerations such as design and relocations?

The next time the Regional Development Authority comes to request more money from this council, we expect our voices to be heard.

Mayor Vonderheide told those of us that attended the city council meeting last week that it was too early to make any decisions and that they'd wait until the Tier I final Environmental Impact Statement (EIS) to see what is recommended. However, the Evansville Courier Press published an article yesterday 5/22/22 and based on quotes from the Mayor it sure sounds like he has his mind made up already by saying the road is gonna have to go somewhere. I thought no build was still a viable option as we keep being told. Maybe we're being misled, that's something I'll get to later.

On 10/10/2018, Dubois County approved using \$1.75 million towards the Tier I Environmental Impact Study (EIS) and entering into an agreement with the Mid-States Regional Development Authority. I know because I was there to voice my opposition, along with three others. There was discussion among the council members that day about phone calls they received before the meeting from constituents that opposed the project.

I'm not going to ask about possible future funding from this council because it will just be avoided like it was in the Jasper city council meeting. So, unless someone from the council speaks up after I'm done with my comments then the public can assume silence on the matter means that future funding for Mid-States Corridor Tier II study would be entertained by this council after the Tier I study is complete.

It's a shame we can't put this road to a vote. It was the Senate Act 128 that Braun and Messmer worked on that removed language of a referendum and that's when it got wide support from state lawmakers. It's insulting to know that our politicians at state level FROM THIS COUNTY purposely removed our ability to have a voice in the matter. That law was specifically written and edited to allow this project to move forward without public input. It's upsetting to know that the same thing happening to us in Dubois and Martin County will be happening all over Indiana because of this terrible law.

I want to go on record here like I did with Jasper Common Council to emphasize that safety was removed as a core goal during the Mid-States Corridor Tier I Draft Environmental Impact Study (EIS). Safety became a secondary goal and secondary goals are a nice benefit but they do not have to be considered for the project to be approved. The project office emphasized safety as a core goal to the public in 2019/2020 public meetings. We were misled and manipulated. I would ask that anyone in public office to stop using safety as a talking point to try and convince the public we need this road. If safety was so critical, then it would have remained a core goal. The only thing that will improve in town congestion, what little we even have, is better traffic management plans, not a new road. A new road will lead to overlooked consequences that may make our roads more dangerous. This road will cut through existing main roads in Dubois County. We don't even know the plans for at grade intersections. We could have more stop signs, dangerous road crossings, etc. So the trucks may get someplace 3-5 minutes quicker but for those of us that have to cross this road every day or be detoured because some roads may not have access any longer, it will be a nightmare.

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I also want to point out that when this project started and they chose a Tiered study, one of the decisions that was supposed to be made during Tier I was the type of Highway. This was outlined in the white paper to Governor Holcomb and told to the public during public meetings 2019/2020. The project office at some point deferred the decision on type of Highway until Tier II. Once again the public was misled and by doing this it keeps the project moving along without actually getting too detailed on right of way impacts. Shouldn't INDOT already have traffic numbers that would support whether a super 2 or 4 lane highway is justified? Shouldn't the traffic numbers determine whether a road should be built at all, and how big of a road is needed? You don't just speculate and say oh we need a road, now let's see how big of one we need. How much did the pandemic influence traffic numbers with more people working from home more often? We don't know the answers to these questions because the project office didn't provide the data.

Our taxpayers dollars could be much better spent on transportation options that do not continue to contribute to climate change issues, more drug and human trafficking, destroying forests and farmland, relocating people and businesses, and increasing pollution making an area with poor air quality even worse. Let's demand that money is spent more wisely across Indiana and especially here in Dubois County!

For the record I'm providing a copy of the Evansville Courier Press from 5/22/22 where it quotes a former environmental worker assigned to the Mid-States Corridor project who ended up resigning because she didn't want to become another rubber stamp on a project she felt would harm the environment and was unnecessary given it's close proximity to I-69 and paralleling an existing road. <https://www.courierpress.com/story/news/local/2022/05/23/mid-states-corridor-indiana-traffic-construction-project-residents-environment/9619866002/>

Opposition to this road isn't just Dubois County residents that are averse to change. Very intelligent people who are experts in their field outside Dubois County are saying building new roads is outdated especially given the threat to climate change right now.

Keep researching and you'll find other engineers that realized their detailed plans weren't best for the communities they served. In a Govtech article they talk to Charles Marohn a civil engineer transportation expert. The article says "he isn't against spending federal dollars to repair the infrastructure we have. He's against handing more money over to transportation planners who will always be able to find an excuse to build something new." He's quoted as saying "the present system is overbuilt and is going to contract...We have so much transportation infrastructure that every level of government is now choking on maintenance costs. I'm tired of seeing bridges fall down and expensive roads go bad while we spend billions on new stuff we will never be able to maintain." <https://www.govtech.com/fs/should-america-stop-building-new-highways.html>

I also found an opinion article from 07/2020 in New York Times titled Stop Building More Roads that says "Most developed countries already have effective road systems; they can be maintained, but the economic benefits of expansion are marginal and the downsides significant. Road construction is environmentally destructive, and it promotes urban sprawl, congestion, air pollution and inequality." <https://www.nytimes.com/2020/07/08/opinion/us-infrastructure-plan.html>

There are countless articles like these. In today's economically disastrous times, with gas reaching over \$7 a gallon in some parts of the country and a possible global famine as mentioned in the news recently,

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why on earth would we even be studying building a new road to encourage MORE driving and destroying farmland we will always desperately need?

The Public is speaking. Are you listening?

Response

Webster, Martina

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Hello, I am writing to state my opposition to the Mid-States Corridor. While I do not live in the area, my parents and younger siblings used to live in Jasper and my sister currently lives there. I recently stayed at my sister's house to dog sit. Her home is directly in the 2,000 ft corridor. Staying at her home was a retreat from the hustle and bustle of living in a larger city. She lives in complete privacy on family land that will be taken if this road is approved.

As an Indiana resident and taxpayer, I am against a new road through beautiful Southern Indiana which will have a negative impact on farmland, forests, and wildlife. This road is not necessary and the over \$1billion in cost which doesn't even include inflation, design, or relocations is a complete waste of taxpayer's money.

I used to be a real estate agent, and I know how impossible it will be for my sister, her father in law, and all the others impacted to find similar available property. There is a housing shortage that will likely remain for many years to come.

People love coming to Dubois County and surrounding areas because it is an ESCAPE from big cities. Don't be in a rush to heavily develop that area. The next generation doesn't need more shopping and restaurants. What they actually need are the forests, the ponds, the creeks, the trees to climb, farmland, and the clean air that is easier to find in the rural setting.

Response

Brooks, Robin

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I have heard no information or argument that clearly shows this road project to be of any benefit. At the same time, a lot of effort and production has gone in to this website and the "public outreach" surrounding the Misguided Corridor. Although over the past several years it has undoubtedly made some money for some people, this project merely amounts to way too much wasted in money and resources. Southern Indiana and its citizens have SO many things to rejoice in and be proud of....especially compared to other parts of the U.S. I am a Hoosier by birth (Bloomington), grew up in coastal New England and returned to Bloomington in 1985 to go to IU. I have lived in Indiana ever since.

Indiana, like other "flyover states" will ALWAYS attract interesting, well-heeled folks from other parts of the country, who do not have to relocate here and set up shop to add to our area's advantages. U.S. cities that are tourist attractions and overpopulated are NOT supposed to be the inspiration for how Indiana cities do things!! It would be so much better if we all as residents got behind our communities with support and enthusiasm and gratitude, instead of some clunky maneuvering to simply die with the most toys!!

Also I have a sense that the people behind the Misguided Corridor Project have created a disingenuous wad of talking points that has nothing to do with bettering the lives of Hoosiers. It really comes off as wastefulness combined with a shocking disregard for those people and places who would be ruined by construction of the road. This would be the case no matter which of the routes was deemed "Preferred."

No amount of "connectivity" can make up for the depravity and destructiveness unleashed by plans such as these. The mechanisms created to push through this project, like Senate Bill 128, the RDA, etc appear to be unhelpful and non-inclusive to the citizens of Indiana. Why on earth are all of you people trying to make this project sound like a benefit? Are you just misguided? That's bad enough when it comes to people in positions of authority, but what's so much worse is the notion that people in positions of authority are simply abusive, beyond just wanting to enrich themselves.

Furthermore, there are many more pressing infrastructure needs within our state that deserve this quantity of attention and funding that are nowhere near the misguided disaster of this project and we should be looking to improving the state's future, not torpedoing it which is what will happen if this goes one step farther. This process needs to halt immediately.

Response

Ellis, Joseph

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.17 – Floodplain Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

Opposition to the building of the mid states corridor

1. Wildlife Impact

- a. more pavement will increase animal and automobile interactions
- b. more pavement will also increase water runoff to areas that may not drain and could cause some ground nesting animals to be impacted.

2. Loss of State Revenue

- a. The farm land that would be lost will cut the state production of crops and revenue from those crops.
- b. The farmland lost will be a loss of property taxes for the state which will be a loss to local schools
- c. Farmland lost will also be a loss of income for those farmers that need those funds to run their business.

3. Watershed

- a. Even though the impact studies probably say that watershed will not be an issue, all you have to do is drive around any county road during periods of rainfall and see how water coming from roadways swells ditches and floods low lying lands.

4. Family Roots

- a. Families that have planted their roots for sometimes generations will be forced to pick up and move.
- b. Families that may be near the path of the project will have to deal with unwanted and unneeded noise pollution near their homes. And to deal with noise pollution things like sound deadening panels will have to be erected near project roadway in certain areas that again could also impact local wildlife.

5. What will it actually accomplish?

- a. The Mid States Corridor project will only be a positive for the small percentage of the population of the state (mainly the big companies like OFS, Kimball, Masterbrand etc.) that helps them with trucking costs
- b. It has been said that the project will only on average save a drive time of around 7 minutes. Which again would only serve a small percentage of the population of the state.
- c. The new roadway would force many travelers to now cross a four lane road that would negatively impact travel times for them. (the J turns on 231 by Dale are a good example)
- d. Other country roads will simply just be turned into dead ends so the people on those roads would have to alter their travel routes permanently

6. Small Town Impact

Mid-States Tier 1 DEIS Comment

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a. A road that goes around a town or city has a negative impact on the town or city due to lost revenue from sales of travelers coming through.

b. The existing road that goes through such a town or city may get turned over to local street departments that may not be able to handle the road maintenance. Which local taxes would then have to raise in order to take on such financial burden.

7. INDOT

a. As we all know the State of Indiana already has trouble keeping up with maintaining current roadways throughout the state.

b. Snow removal would become a larger problem in the future which means more man hours to clear roadways and also salt and solutions sprayed onto roadways would increase.

8. Is this being forced onto the population in the area?

a. As I have talked to many people around Dubois county it becomes evident that the bigger population is NOT in favor of the roadway project. Which raises the question of why is this even being proposed if the majority of the local population that it is going to impact is not in favor?

Response

McHugh, Jerry

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.25 – Wildlife Impacts

Comment

Hello, I am writing to state I am opposed to the Mid-States Corridor. As an Indiana resident and taxpayer, I do not support this waste of taxpayers' money.

I used to live in Jasper, IN in Whoderville neighborhood which is right next to where the road is proposed to go. That area is peaceful and rural and would be disturbed by a new major highway.

My daughter's home is in the 2,000 ft corridor. She lives in complete privacy right now with the possibility of a road taking her home or being built within 1/4 mile from her.

Dubois county does not need a new road. They need better traffic management plans through town. New roads lead to climate change and we must be mindful of future generations when making choices on how to spend infrastructure dollars.

This road will have a negative impact on wildlife, air quality, and crime just to name a few.

Indiana needs to do a better job at maintaining the roads we currently have before making plans to spend billions on new roads. Our country has the roads that are necessary already. We are connected. Anything new is being wasteful when that money could be more widely spent elsewhere.

Response

Klawitter, Kathy

1 – Purpose and Need

2 - Alternatives

3.24 – Agricultural Impacts

Comment

Please accept my comments expressing steadfast opposition to building any of the proposed new terrain alternatives proposed for the Mid-States Corridor Project.

I have lived in Orange County on the Orange/Dubois County line for almost 50 years. These years here have shown me clearly the unique character of the area which is determined by its forests and rural farm lands. These features should and must be protected as resources impossible to replace or relocate, with the most scrupulous and careful planning for economic growth. Planning should look toward the future, rather than using templates for development from the past. The Mid-States Corridor Project exemplifies planning for yesterday, not for tomorrow. And in fact is a poor plan for yesterday in terms of environmental impact, preservation of valuable farm lands, economic return on tax dollars spent, and in addressing the stated goals for a new terrain highway.

The stated goals used to justify this project can be mitigated more than adequately with adjustments and improvements to existing roadways. The result of addressing those goals by eliminating the alternatives which would involve new terrain road building would also contribute to retaining and supporting the existing wild and rural aspects so vital to Southern Indiana. Destroying prime farm land and displacing the dwindling number of small farms, some of which have been farmed generationally, is not justified. Eliminating new terrain alternatives would minimize environmental damage in terms of the impacts of the road building itself, in loss of forest lands, and in terms of the long term effects of a new terrain road itself.

In these difficult economic times it should be evident that the expenditure of tax dollars for any of the new terrain proposals is unjustified. Tax dollars can be spent to upgrade and maintain our existing infrastructure much more efficiently, without consequent damage to farm and forest.

In planning for transportation needs to insure a prosperous and sustainable future, more viable alternatives should be pursued. These should include plans for rural transit, intercity bus and rail service, and walking and bike pathways. Such solutions should be the focus, rather than the dubious proposals from the past such as new terrain roadways. Maintain and improve existing infrastructure.

Response

Mathies, Kelly

2 – Alternatives

3.4 – Economic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

**7 – Comments, Coordination and Public Involvement
Comment**

This letter is in opposition to the preferred route “P” specifically the western bypass as was presented in the DEIS report. Working in the retail sector in Loogootee for 18 years, I have gained a different perspective on what the goals and needs should be for Loogootee and Martin County. The businesses in Loogootee live off the commerce provided by the residents, but the success of these businesses lies in the outside traffic. By excluding Martin County and Loogootee from this process, this fact was overlooked. Many residents and the Amish that live outside of the city limits need the services these businesses provide. Should a bypass reduce the flow of traffic, business will decidedly suffer or close. Neither option should be acceptable. There are too many small towns that suffer greatly from projects similar to this; Loogootee should not be another statistic.

While there was no doubt, many hours put into this report, those were not focused on what residents want or need. Why were there no options to upgrade 231 through Loogootee? It seems wasteful to spend such a large amount of money to create an inconsequential time savings to by-pass a small town when the true need is not there. There was a western, an eastern and a no build option looked at when looking at route P but no option to upgrade and improve existing infrastructure.

In the report it calls for a needed labor force to CRANE, realistically labor force is needed in every community. Is a new terrain road seriously a solution to a national issue? Goals and needs like this seem like a stretch of the imagination to create illogical solutions to a much larger issue.

There also seem to be some serious questions that should be revisited in the DEIS report. Safety is always a concern for any new project. Per table 1-2 Martin County has zero roads with higher than average crash rates. Please explain how this could be improved with a new road? The fact that a large Amish community rely on access to Loogootee for basic needs and services was completely overlooked. Why was their safe non-vehicular travel not given more consideration? The fact that every east/west county road that goes from Daviess County into Martin County in the impact area has Amish families should not be discredited. None of these roads should be limited in the future as it would negatively impact their way of life, limiting access not only to Loogootee but also family.

Furthermore, it was stated that there were more prime farmland acres affected on the eastern bypass over the western bypass. Where are these acres located? When farmland in the affected eastern bypass sells for nearly half of the farmland affected western bypass, it leads one to conclude that the DEIS report is inaccurate. Could more mapping information be presented to show exactly how those calculations are made and show where these acres are?

This project covering different counties with completely different needs should be treated as such. This is not a simple task, I am sure, but one that should be looked at to greatly enhance the overall scope of the project. The traffic is vital to Loogootee and without a true need and justification in Martin County,

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this specific bypass would result in Loogootee to “wither on the vine”. Please consider other options by creating a more aesthetically pleasing route to welcome traffic in thru Loogootee, not what a bypass will do. These considerations will impact a community for generations to come, if not, there will not be much left.

Thank you for your time.

Response

Wierhake, David

2 - Alternatives

Comment

Please allow me to introduce myself.

My name is David Nathan Wierhake. I was born in Kansas City, Missouri, on April 23, 1952. And that's about all I can say about Kansas City.

My 'city life' was short lived as my parents quickly left this urban zone and resettled to a Missouri college town (Columbia). At the age of five, my parents divorced. Somehow my sister and I ended up under our father's care (which was unheard of those days). My father's plan was to give up the life of a traveling salesman and move an hour north to Macon (pop. 5,023) and take over ownership of one Coast-to-Coast Hardware store.

And who do you think was one of the store's first employees?

You guessed it—yours truly!

At an early age, I experienced the practical of a practical childhood. As the youngest store clerk on my father's hardware store team, I served the customer service needs of a diverse mix of human beings: farmers, store keepers, laborers, school teachers, housewives, professionals, young and old, black and white.

But that's not all my father had in store for me. Many times on the hottest of hot summertime days, he would 'farm me out' to the local farmers to assist in the gathering of their hay and straw. Or he would apprentice me to the local small engine repair guru. You get picture. Any and all things practical.

Time moves on.

After graduating 'magna cume practical' from Macon High School, I moved to Bloomington (Indiana) to attend Indiana University's School of Music, but later settling on a more practical pathway—IU School of Journalism. With diploma in hand, I've taken many a pathways, one being a five-year stay on a small farm just south of the southern Indiana town of Paoli; a farm surrounded on three sides by the beauty of the Hoosier National Forest. While my Missouri roots are meaningful, this rural (and practical) experience convinced me that I am forever an 'adopted Hoosier'. While taking on the role of "gentleman farmer", the local family farmers, artists, musicians, craftsmen, gifted cooks and gardeners, etc., became my Hoosier friends. While I'm back where I started, so to speak (a Bloomington resident again), many of these friends have stayed with me to this day.

One of these lifelong friends is Orange County resident Kathy Klawitter. She has been surrounded by the natural beauty of southern Indiana for decades; she has been committed to the preservation of public lands and forests for decades. And while I'm no longer an official resident of Orange County, I want to support Kathy and all environmentally-minded Hoosiers in opposition to ALL new terrain road building alternatives as proposed by the Mid-States Corridor Project.

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Please allow me to share her insights on this doomed project. (See comment 0719).

But before I share her words of wisdom, let me be crystal clear—as a citizen/resident of Indiana, I am AGAINST ALL NEW TERRAIN ROAD BUILDING ALTERNATIVES as proposed by the Mid-States Corridor Project.

Response

Herrmann, Angela

2 – Alternatives

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

Comment

I write to you today to express my absolute and total opposition to any new-terrain highways in southern Indiana, especially if they result in the destruction of forests, farmland, and sensitive karst areas. Today's Indianapolis Star (6/14/2022) highlighted an article about the Indiana DNR making \$25 million dollars available for "public parks, historic sites, forests, nature preserves, wetlands, wildlife habitat and other similar areas." Hoosiers value outdoor spaces for all of the benefits they provide.

Why are we spending money on a new-terrain highway when existing highways can be upgraded? The I-69 project was postponed for decades because so many Hoosiers did not want to see the destruction of forests, farmland, and sensitive karst areas. The Indy Star article reinforces the desire and need to protect Hoosier wilderness areas. Why are we treading down the new-terrain highway path again?

I invite you to suspend project planning to step back and reevaluate the need for this project. I think you'll find that simply upgrading existing roadways will accomplish what is needed.

Response

Gehlhausen, Nancy

2 – Alternatives

3.10 – Noise Impacts

Comment

To whom it may concern,

Planet over Profit.

What will be lost with an all new terrain highway greatly outweighs the financial gains of this highway. Our environment, peace and quiet, and way of life is irreplaceable. I lost property to I 69, and even though I use the highway, I would give anything to have the life I had prior to I 69. A day doesn't go by that I don't think about it.

A new terrain highway is simply not necessary.

Response

Peter, Brad and Janna

2 - Alternatives

3.5 – Relocation Impacts

Comment

We would like to comment that we are NOT in favor of the proposed route for the midstate corridor. We live on West Holland Road E in Huntingburg and the current route shows us within the 2000 feet corridor. If the current route takes, or does not take our house, the value of our property we have will depreciate drastically. This current corridor separates our property in half. Our daughter just purchased the property next to us and now the line divides us and puts her at risk for being next to the highway.

We have worried about this road for about 20 years, first being with the upgrading of 231 by the state. Finally, we thought we were in the clear and finished remodeling our whole house in 2019, that we built in 1998, to better suite our lives getting ready for retirement. Now we have this worry all over again. Please consider the least impact on residents for whichever way you decide to go. Currently this impacts several of our neighbors and friends who have worked hard to build their current lifestyle. We believe the current 231 does need some updates, but do not believe building this super highway will fix the future problems. The financial burden that will be caused to all of us is not justified. With the decisions you are making, keep in mind that you are making considerable personal impacts on our futures.

Response

Stuckey, Dave

1 – Purpose and Need

2 - Alternatives

3.13 – Cultural Resource Impacts

3.18 – Wetland impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Gentlemen:

After review of The Mid-States Corridor Initiative, I am submitting the following comments regarding the project:

1. The overall goal of this project is vague, and appears to primarily benefit a small group of investors and business interests rather than the locally affected citizens of Indiana.
2. The adverse environmental impacts are huge, especially in Routes O and M.
3. Natural resources and ecosystems within forests, woodlands, wetlands, streams and rivers are sensitive to any disturbance and should be protected to a higher degree than current practice.

These biogeochemical systems provide critical nutrient cycling, carbon sequestration and many other priceless functions that benefit the land, air and water.

4. Aesthetic natural landforms, historic and local cultural resources would be erased along any chosen route.
5. Farms and rural areas would be bisected by a right-of-way, creating significant problems for the people living, farming or traveling through their locality.
6. The existing Highway 231 corridor and right-of-way should be improved as needed, rather than fueling disruption and destruction of resources in the path of the proposed new highway that would provide negligible benefit.

Thank you for the opportunity to comment on this project.

Response

Fritch, Michael

2 - Alternatives

3.4 – Economic Benefits

Comment

About 30 years ago, I moved back to Jasper, Indiana to practice law and raise my family because I wanted to live here - Small town, USA - among the rolling hills and fields and forests of Southern Indiana. The proposed Mid-States Corridor only detracts from that lifestyle, and is certainly not at all necessary for Dubois and surrounding counties to continue to flourish.

I have only heard the powers that be make bold, unsupported claims that this highway is necessary to bring additional economic benefits to the businesses and citizens of this county. Yet, I have not identified even ONE example of where this type of highway has improved the lives of those it bypasses. Yes, maybe for a few larger corporations that will save a few minutes drive, but not for the citizens who are the lifeblood of this area.

COMMON SENSE CRIES LOUDLY - There are thousands and thousands of vehicles (with people in them) that drive through Jasper every single day. How can the hundreds of local small business owners possibly benefit from those thousands and thousands of vehicles and people now simply bypassing the town? Dale folded, Washington and Petersburg are struggling even more and have seen no positive influence from 69 except now they can get to Evansville or Bloomington faster to spend their money there. The McDonald's in Petersburg even went out of business, for heaven's sake! Where are the improvements and new businesses along 69 that were promised!

The Mayor argues that 231 in Jasper is in disrepair because of the traffic and the bypass would ease the damage of large trucks in the town. WELL, why stretch our tax dollars to build and then have to maintain an additional expensive highway, when we'll still need to continue to fix 231 ad infinitum anyway! Spend that incredible amount of money carefully planning, repairing and improving WHAT WE ALREADY HAVE!

We - a vast majority - do not want or need this highway - don't disregard our voices. Please protect the interests and values of your constituents and vote down this mistake.

Response

Fleck, Jason

0 – Summary

2 – Alternative

3.5 – Relocation Impacts

3.10 – Noise Impacts

Comment

I'm writing this letter to express my opposition to the Mid-States Corridor. There are a number of concerns the citizenry, myself included have about such a large and disruptive event in their community. The reasons for my opposition are stated below. Any response or rebuttal would be welcomed, I'm open to any clarification or insight that could be provided.

The first reason for opposition is the manner in which the process was developed to fund and implement this initiative. The combination of public and private interests partnering is a common practice in our government. However, the Indiana law that permits the donators to this initiative to remain concealed is not representative of an open society. "Hidden names equal hidden agendas", transparency is the best practice and it is right and fair for the citizens to know what is transpiring within their government to ensure their interests are being represented. The speculation of corruption would be removed with transparency, a necessity for such a large project that will change the nature of the affected towns. My understanding is that Indiana law codifies the ability of these individuals to remain concealed. I highly suspect that this law would not pass judicial review and would be rejected by a judge if challenged in court. This potentially corrupt process protected by a questionable statute immediately disqualify the Mid-States Corridor from moving forward.

Second reason is the "build it and they will come" mentality surrounding this project. If this road is built there is no guarantee that businesses will spring up and economic benefits will abound, that is a false assumption. The intersection of I-64 and I-65 a major intersection of two federal interstates reveal no economic development, not even a gas station despite being near the population center of Evansville. A satellite imagery review of recently created I-69 reveals no economic development whatsoever from the Ohio River to Bloomington, which is similar to the the proposed route of the Mid-States Corridor.

Furthermore, I-64 which has been in existence for decades is mostly devoid of development across the width of Indiana. Only recently has Ferdinand began to develop near the interstate, the lag time of this development from building of the road in 1972 to today's businesses has been decades in the making, nearly 50 years.

The third reason is that reviewing the Mid-states Corridor website maps, there is important data unavailable to the public. Besides the obvious impact to numerous families losing their homes, way of life and property, additional properties will be affected by the noise pollution such a road will create. The road noise of such a project would be approximately one mile from pavement in both directions, two miles in total. The sound of semis, using their engine brakes, will certainly carry that distance, especially in winter. The website contains no maps including the distance that this noise pollution will travel, thereby affecting unaware home owners who will endure unrelenting road noise, negatively impacting their quality of life and their property value. Not providing this information does not allow citizens to make a fully informed decision concerning the impact such a project will have on their community, on their homes.

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In summation, the Mid-States Corridor is a project that should not move forward. The disruption to the communities is not outweighed by the dismal prospect of economic development. Especially considering the secrecy and concealed manner in which this initiative has been funded and conducted. Similar projects have failed economic development along I-64 and I-69. Dubois County does not need to repeat those failures to have a "Road to Nowhere".

Response

Kemp, Laura

2 - Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

As a citizen of Indiana, I see the need to protect and preserve as many natural areas as possible. I feel expanding highways and changing the make up of Indiana's natural features, such as the karst features threatened by building new highways through people's homes, farms, and forests is wrong. I believe the "no build " option of route P is the best option for the state of Indiana to pursue. Part of the great journey to these areas is traveling through the natural areas, forests, and wild areas of southern Indiana. Expanding and improving 231 would be the most environmentally sound option to choose. This is what is best for Hoosiers and our state needs to protect and preserve forested areas, our natural water features so that Indiana keeps producing our most precious natural resource, water. No route should be used that impacts the natural water and karst features of this unique area. Our aquifers are delicate and need to be treaded on lightly to ensure the water quality for Hoosiers remains for our future generations. The quality of life in Indiana is waning right now, and Hoosiers need to know our futures and the future of our children in Indiana is secure from an environmental standpoint. We cannot live without clean water, clean air, and clean soil from which to grow our food. Our quality of life is not measured by economy, but life experiences, family, friends, and the old family farms. People in these areas around the proposed routes would be changed forever if they are forced to move and sell their arms. As a Hoosier, I would like to see Indiana take a firmer grasp on protecting our natural areas instead of depleting them. We have so few left, and the wildlife corridors in these Hoosier National Forest Areas and outlying rural areas are so important for nature. With rare and endangered species increasingly at risk, these wild areas need to be left intact for the rights of nature, and future generations of Hoosiers to enjoy. There are enough roads in Indiana, that is why we are called the crossroads of Indiana, Please, leave some wildplaces unpaved and choose the no build option and improve Hwy 231. Please do not use option "O" or "M" as they will severely impact personal lives that have relied on the state of Indiana as "home," Do not take their homes and farms away from them for a new terrain highway, when it is not needed. The value of the forest left standing in these southern rolling hills of Indiana out weighs the need for a new terrain highway. Hoosiers enjoy their outdoors and enjoy the country drive through the beautiful rolling hills of Indiana. Please, keep them beautiful. Thank you,

Response:

Gates, Mary

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.12 – Construction Impacts

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am against the building of the preferred alternative "P" of the Mid-States Corridor. I support the No Build Option.

My name is Mary A. Gates and I live along US Highway 231 just south of Loogootee. As a citizen of Loogootee and Martin County, I am very concerned with the many types of harmful, negative impact this Corridor will have on our community. Farmland to the tune of 1354 to 1832 acres, 629 to 923 acres of forestland, 39 to 56 acres of wetlands, and 419 to 607 acres of floodplains will be destroyed. There will be potential relocation of 109 to 149 homes, farms, and businesses. Martin County does not have a large income tax base as neither Crane Naval Base (over 100 square miles) or Daviess-Martin County West Boggs Park (1600 acres) pays taxes, nor does The Hoosier National Forest, and we do not have a lot of taxable industry. The Mid-States Corridor will be detrimental to our sources of revenue that do exist.

With all the negative impact the Mid-States Corridor will bring Loogootee and Martin County, what will be done to help us offset these effects? Will farmers be paid some type of royalties for not being able to farm their acreage? What about forest owners? Their timber is their crop, and it takes many years, many decades to bring their crop to harvest. How will they be compensated not only for their forestland, but also for the future timber that they will never be able to harvest? Local businesses will suffer because of the bypass around Loogootee; possible customers will not have access to them and won't spend money there. What kind of strategies should our community use to respond to these economic hardships? Also, if the Mid-States Corridor is built, will the City of Loogootee be able to annex some of the land in the neighboring county to be able to benefit from economic growth that would have been in Loogootee and Martin County?

Another facet of destruction is what will happen to the environment and the climate with the actual building of the Mid-States Corridor. The 629-923 acres of forestland that the route will destroy does not include the other trees that will be removed for the road. Natural habitats will be destroyed and barriers for wildlife will be created. The construction process will increase greenhouse gases, while instead we should be focused on reducing these emissions. Building a new terrain highway will cause more chemical run-offs into our land and water systems. What is going to be done to lessen these harmful effects on our Martin County environment? Will carbon credits be demanded from businesses spearheading the building of the Corridor or from INDOT to offset some of this damage? How will this work? The people who will benefit from the Mid-States Corridor are not Martin County residents, but

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we will be the ones enduring the damage to our land and our economy. What type of help will we receive to help us recover?

I am against the building of a new terrain highway for the Mid-States Corridor for the reasons stated above, along with others. I support the No Build Option. Thank you for considering my views.

Response

Crandall, Alicia

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

Comment

My name is Alicia Crandall, a current resident of Huntingburg, IN, a native of Jasper, IN and I oppose the construction of the Mid States Corridor.

Businesses and families have chosen to live in beautiful southern Indiana for the well-known small family oriented lifestyle and values. Our family is no different. My husband, Tyson, grew up on a family farm in Orleans, IN. After our wedding in 2012, we searched for the perfect country family home to raise our family where our kids could play and enjoy the quiet, remote atmosphere. It was devastating to hear the recent news our property was completely engulfed within the 2,000 ft range of a proposed new corridor. Our home will either be demolished by concrete and asphalt or surrounded by it. What does this mean for our family? What does it mean for other families? Why are we not creating a better quality of life by fixing and investing in the roads we have instead of creating another road that we have lived perfectly fine without all these years? Just to save travel time by 2 to 5 minutes? This is worth displacing & disrupting so many families?

I know many families are affected by this new corridor proposal. I would like to share what this road does to ours specifically. We have experienced a rush of emotions since hearing the news our beautiful home, a home where so many irreplaceable memories have been made for the past decade may not ever be the same again. My husband and I have 6 children. In 2018, we lost our precious 2 year old little girl to her battle with a heart condition. Now we face losing our home we had with her too? Can you imagine the feelings? All for saving a measly 2 to 5 minutes? The door threshold we brought her through after spending her first 6 months in the hospital forever stripped away. The room she first said mama...gone. The rooms we laughed and played in...gone. The room where she learned to walk to.....the room she spent her last night in before passing...all gone. For what? Even if the road doesn't take our home, what we will be faced with is more fears and anxiety of the road crossing our property. Our younger children will have to travel across it to school daily. Will we lose yet another child to a traffic accident? Our children who were able to play freely outside now forced to endure a busy road? I ask those in favor of building this road, would you want your family to go through this? What quality of life are we truly building in southern Indiana?

Thank you for allowing taxpayer feedback on this proposed project.

Response

Fellers, Jackson

2 – Alternatives

3.5 – Relocation Impacts

Comment

I live a few miles north of Loogootee with my two brothers, their 6 dogs, my parents, and their parents. This road being run through our property is unethical and uncalled for and should be stopped. This is also unconstitutional and I can assure you that if this road is continued on this path any potential support for and of your future campaigns will be put to a blunt stop and anti campaigns in your names will be put out. This is a ridiculous road and it must be stopped, saving 5 minutes to Indy on a multi million dollar project is ludicrous and can be done in other ways via passing lanes, and roundabouts within the great city of Loogootee that you are looking to destroy with the bypass.

Bottom line, stop the Mid-States Corridor, for my family and my town, the land we live on is NOT FOR SALE and no amount of money would ever allow this multi-generational land to leave our family's hands, much less for pennies of what it is worth. You know what's right and what is ethical STOP THE MID STATES CORRIDOR

Response

Vonderheide, Don and Arlene

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This proposed corridor does not serve the majority.... only a few large businesses. Don't let big money do the talking.....listen to the many taxpayer voices and do what is right for the taxpayers.

It is not good business sense to spend billions of taxpayers money to build this corridor and take away thousands of acres of valuable farmland, (Our farmland cannot be replaced!!). Losing 140+ homes, and small businesses will be hard enough on our local families.

The governor has dedicated \$75 million to upgrade Hwy 231. Use this money and address the pain points of traveling through Huntingburg and Jasper. (And yes there are pain points, but other towns have creatively addressed the congestion--i.e.--Kokomo in Howard County and Carmel in Hamilton County)

I realize that this money does not compare to the amount needed for the proposed route but let's not waste our land and more money to save such a small amount of drive time.

If the corridor is completed, next you will hear Jasper and Huntingburg retailers and eateries say they can't make it because they can't get cars off the by-pass to stop and come into town. Look at Rockport!!! If we take more of our farmland, and must rely on tourism for our livelihood, we better have some fantastic PR firms to get people to stop.

Stop the mid-state corridor project! There has to be a better way to handle traffic than take more of our precious resources.

Response

Becher, Jaleigh

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Improve the roads we have already. There are many different solutions to fixing these so-called “issues” you all complain about. Please realize the impact this is going to have to the lifelong residents of Dubois County. What makes this community so special is the generations of families that have stayed. They founded this area, raised their families for decades, built the companies that make up this economy. Please tell me where all of these families will go when you take away their homes and farmland. Do you really think that these farmers and families that live out in the country will say, “sure, take away everything I have worked so hard for. I will live in that little house on less than half an acre in the middle of town.” NO!!!! These people will leave! Jasper will lose its residents. Dubois County will lose its residents. I moved back here from living in the big city to be closer to my family. To be a part of this wonderful community that I grew up in. People stay here because they love their way of life. People move back here after living in these concrete filled cities because of the way this county is NOW! Don't city-fy our small town! Most people will agree that there does need to be improvements to traffic flow in certain areas, but NOT to this extent. DO NOT BUILD THE MID-STATES CORRIDOR!!!

Response

Arvin, John

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This route comes through the Whitfield area (just south of Loogootee) it heads west of 231 and takes out most of Arvin Ln in Whitfield. My house and acreage at 8019 Arvin Ln will be in the middle of that route. I am in favor of the proposed route. No matter which direction the route goes there will be people upset and in favor of it. I know it was proposed to widen 231 but when I think of the logistic nightmare of taking out houses along that, I think it would disrupt a lot more people's lives than going through farm ground. You won't make everyone happy, but I think the impact would be far less going through farm ground than uprooting all the households it would affect.

Response

Gaesser, Ruth

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

This new plan will affect my family farm. We own acreage adjacent or possibly where highway is planned. My nephew just built a house where he thought the highway would not be. Now the new plan goes either right through or adjacent. I do not see any value in changing to this route. Just improve the existing highway. Why do we keep destroying more land.

Response

Street, Brian

2 – Alternatives

Comment

How about you just upgrade 231 with some passing lanes. Building a highway that runs along side another highway is ridiculous. You people are a joke.

Response

Bickwermert, Martha

2 – Alternatives

3.4 – Economic Impacts

Comment

Despite numerous aspects denoting that this project is not needed nor desired by those that live in the areas, the process continues to march on! why can we not revisit a design and improvement for the existing Highway 231 between Dale and Crane? The proposed P corridor or any of them for that note, truly offer no benefit. I have grave concerns that this corridor will create the death of communities as they are bypassed! Dale, Gentryville and Chrisney are great examples of that.

Our focus on the livelihood of local people should take precedence over large business owners that may have no vested interest in the local communities.

Taxpayer monies could be better utilized to enliven the lives of those that need a bridge out of poverty, etc.

Please reconsider and put this project to rest."

Response

Schwoeppe, Dwain

2 – Alternatives

3.5 – Relocation Impacts

Comment

"I believe that this road will divide our county Dubois even more if this road is built. People will start not going to work here or will just move away where they don't have to worry about their house ever be taken away again.

So please do not build this road.

Response

Cole, Ed (Dubois Strong)

2 – Alternatives

3.3 – Social Impacts

Comment

Dubois County, Indiana is special. Our residents are hard working and genuine people who live, work, play here. We work to grow new businesses and help the existing ones to expand. While Dubois County is currently a great place live, work, and raise family we can't expect our communities to grow and continue to thrive without investing in our future.

Inadequate transportation infrastructure can cause a ripple effect of negative impacts to a region. Which can ultimately result in decreases in workforce attraction, tourism, and business expansion. In order to position our region to compete in the retention, expansion, and attraction of jobs and investment in the region, we need a transportation which can support our vision of growth and economic vitality. We need the Mid-States Corridor.

Independent studies of the Corridor find that the anticipated. benefits of the project include increases in economic activity, reduction in traffic congestion and delays, improved access to other modes of transportation, and an increases in the quality of life for our region.

Dubois County will not be the only place which will experience tremendous economic growth as a result of this new connection. The overwhelming positive effect on the region can't be understated. The Mid-State Corridor will cement Southern Indiana as an economic engine which will drive the State forward for generations to come. I am truly excited about the future of our communities and the opportunities which result if we position ourselves to succeed.

Response

Szumal, Ra

5 – Comparison of Alternatives

Comment

"Alternative P is preferred corridor. Produces the best combination of benefits in relation to defined goals. Lowest impacts to environmental resources among Alternatives M, O and P that meet core Purpose and Need goals. Comparably low level of impacts to several key resources including wetlands (smallest impacts)"

Response

Gaffney, Margaret

2 – Alternatives

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.27 – Managed Land Impacts

Comment

Please refrain from pursuing Route P through the Hoosier National Forest. The road is not needed and it will destroy critical habitat for several species of animals, not to mention the destruction it will do a large swath of this forest.

Response

Levin, Cathy Elizabeth

2 – Alternatives

3.16 – Threatened and Endangered Species

3.18 – Wetland impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

"Why no new terrain?"

Thousands of acres of forests, wetlands, and farmlands will be ruined by the new terrain construction in Route P for no justifiable reason and at great cost to taxpayers.

Documented habitat for species like the endangered northern long-eared bat and the bobcat will be razed.

The rich hardwood forest and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County will be demolished for another unnecessary highway."

Response

Kleumper, Daryl

2 – Alternatives

3.24 – Agricultural Impacts

Comment

I am a farmland and home owner in Dubois County. I don't want to see any loss of farmland in southern Indiana. You cannot replace family farms. We do not have a congestion problem in Dubois County. What people call traffic congestion here is considered light traffic in many other areas. Waste no more money on new roads. Use the money to fix what we have. NO BUILD OPTION IS THE BEST. The wealthy few don't always have to get their way. Thank you.

Response

McKeon, Heather

2 – Alternatives

Comment

"I'm writing in regards to the Mid States Corridor Project. I can't even begin to tell what being a Native Hoosier means to me. But one of the things I have gotten to share with my family is visiting and walking among some of the most beautiful land I have come to feel at home near.

I've done this with my Grandfather. my father, and. now both my daughters. One thing I can tell you, although I am sure I don't need to, is how quickly over the years I have seen this beautiful land disappear. Paved over, forgotten, and that's it. Once it's gone ...it's gone. I beg you to not let any more of this happen in this case. Please. My daughters want there to ne something left they can take pride in with their children. How can we deny them of this?."

Response

Gutmann, Brenda

2 – Alternatives

3.19 – Stream Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

Comment

Please reconsider the planning of yet another highway through sensitive geologic and biologic areas of Indiana.

The congestion can be dealt with locally, without destroying forests, water-sensitive and karst sensitive areas.

This state is in desperate need of preservation. I highly oppose any large highway project in the state of Indiana.

Thanks.."

Response

Patterson, Steven

2 – Alternatives

3.4 – Economic Impacts

Comment

Please reconsider this highway. it is destructive to tourist areas and especially the culture of southern Indiana. the money could be better spent upgrading and future maintenance of the existing roads. .we DONT WANT MORE HIGHWAYS FIX WHAT THERE. thank you.

Response

Blackburn, Mary

2 – Alternatives

3.9 – Air Quality Impacts

3.17 – Floodplain Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

While I understand that this project is guided by principles that favor faster transit between smaller communities in Southern Indiana, especially Jasper, Indiana, it is short sighted in light of our current climate instability. We need established forest land to mitigate the increasing precipitation in southern Indiana, increasing temperatures and risk of flooding that is occurring with climate change.. This route will have a negative impact on the Gantz Woods Nature Preserve in Daviess County. These significant natural sites cannot be recreated and will threaten life forms that can often support our environment in ways we cannot guess until they are gone. I understand that you see the world as the most efficient way to get from one point to another to improve transit times, but what will we lose of the irreplaceable beauty and wonder of southern Indiana when the trees are removed, the earth becomes hotter, water can't percolate down through the healthy soils and wildlife disappears. I am a religious person and I think we all need to consider the actions we take and how we are caring for God's creation..

Response

O'Donnell, Molly

2 – Alternatives

Comment

I strongly oppose new terrain construction, including Route P, of a Mid State Corridor. INDOT should just pursue upgrades to existing US 231.

Response

No Last Name, Steve

2 – Alternatives

Comment

“they paved paradise and put in a parking lot”. We don't need another highway. What is wrong with you people?

Response

McCarthy, Nancy

2 – Alternatives

Comment

I say NO to the Mid-States Corridor.

It's yet another environmental nightmare. It's unnecessary.

NO.

Response

McCarthy, Nancy

2 – Alternatives

Comment

I say NO to the Mid-States Corridor.

It's yet another environmental nightmare. It's unnecessary.

NO.

Response

Garrett, Trish

3.18 – Wetland Impacts

3.21 – Forest Impacts

Comment

Please do not ruin forest and wetlands for this project. I am opposed to destroying land for this project.

Response

Harris, Gillian

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

Please do NOT build this new highway through southern Indiana. There are existing roads that can be improved. It is not worth the destruction of people's homes and businesses, farmland and forests, and part of a nature preserve. We need to quit sacrificing these irreplaceable Indiana attributes to ever more ways to just move cars through the state.

Response

Vranich, Danny

2 – Alternatives

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I oppose the new proposed highway routed through the Hoosier National Forest and all other routes swallowing up farmland and forested land. I oppose Route P and routing it through the Gantz Woods Nature Preserve in Daviess County. Nature preserves are created because of exceptional topography, flora and or fauna found within. I only support upgrading US 231 only. The state is fixated on new roads that are destroying and dissecting the few remaining isolated areas of wild lands we have in this state. As a outdoor sportsman I feel the loss of land to sprawling development.

Response

Smiley, Steven

2 – Alternatives

Comment

As a lifelong Daviess County resident, I do not believe this road construction is necessary if the present highway can be improved to accommodate the increased (future) vehicle traffic. I believe that the money wasted for this project could be used for other more urgent needs.

Response

Erickson, Christopher

2 – Alternatives

Comment

I am opposed to the Mid-States Corridor. The negative impacts significantly outweigh any potential benefit. Our current routes are sufficient. The environmental impacts of such a massive project are immense as well. The vast cost of such a project are simply not justified. Please do not move forward with the Mid-States Corridor.

Response

Francis, Erin

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

"Our farm is called Longview farm. From one spot on the farm you can see Loogootee which is 7-8 miles away. The midstates corridor will go right through that spot.

I lose the opportunity to move back home if the highway goes through my family farm. Who would want to live with a 4 lane highway in their front yard? The land becomes worthless and you'll make it impossible to take care of it because it's miles to go around.

We are supposed to have a voice. Our voices are supposed to matter but politics have shown us again and again that our voices mean nothing in the face of money. Elections are won, oil lines go through water sources and 4 lane highways go through family farms owned for 100+ years all because of politics and money.

I just don't understand why we need yet another road in Indiana when so many roads I drive on are in poor condition. We drive our camper to state parks and the roads are so rough my back hurts. The truck and camper bounce so hard our doors in the camper come open and things fall off the shelves. These doors have closures on them. Our current roads are bad. Instead of spending money fixing bridges that don't need fixed we should fix the roads that actually need fixed!

STOP THE MID STATES CORRIDOR!"

Response

Bean, Michael

1 – Purpose and Need

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

Comment

I continue to stand in opposition to any proposed new terrain highway corridor being built in Indiana, especially the proposed route P for the Mid-States Corridor. There is absolutely no need for the enormous tax expense. There is no need to destroy our limited forest, karst and natural features in the proposed build area. There is no need whatsoever for this proposed highway to displace homes, farms, and businesses to build a by-pass or connect I-69 to I-64. US 231 and 37 are more than adequate. The DEIS Need and Purpose statements are weak and the conclusions are based upon poor and misguided logic. Safety and travel times do not significantly improve. The only economic benefit of this proposed project is the enormous profit to be gained by the road construction industry. The price tag per mile, in the hundreds of millions, is ridiculous. The money should be ear-marked for the conservation and preservation of natural resources in the proposed route P area. The only acceptable option is the “No Build Alternative” (which is totally avoided and ignored in the DEIS). I ask the Responsible Officer to select the No Build Alternative and to reject any and all route O, M, P, et al, proposal. Thank you.

Response

Gates, Mary Lisa

2 - Alternatives

3.5 – Relocation Impacts

3.24 -Agricultural Impacts

Comment

Please do not build the Mid-States Corridor. It will destroy the lives of many farmers. It will uproot many families. The housing market is terrible, and these families will be unable to purchase new homes. What is driving this effort? Is it to help some Dubois County business owners?

Response

McCarthy, Nancy

2 – Alternatives

Comment

Do not proceed with this invasive, destructive plan. The Earth is more important.

Thank you

Response

Adler, Mark

2 – Alternatives

Comment

I live and work in Paris, Kentucky, a small town near Lexington, but I grew up in Dubois County and have strong ties to the area. I come back to visit as often as possible, and could consider possibly retiring there. I am saddened by the decision to build a brand new highway so close to US 231, as it will destroy the rural ambiance which makes it a good place to live and visit. I am aware of the overwhelming opposition to it, and I stand with those who oppose this new highway. As the county is already quite prosperous, it is not needed, and my family and I prefer to use the back roads which are picturesque and slow us down. It would be much more sensible and sustainable, not to mention a better use of the money, to instead fix the old section of US 231. Repairing and using the roads we have would be to everyone's benefit.

Response

Pinney, Alan

1 – Purpose and Need

2 – Alternatives

Comment

Alternative P seems like a waste of time and money to me, with Hwy 231 already there accomplishing the purpose of the project. Alternative O (closer to where I live) would be a greater benefit to those of us in the area because there is not a good way to get to Dale from this area of state, except to go over to Hwy 231.

Save our money and cancel the project, or put a highway in that will accomplish the purpose of the project.

Response

Smith, Mike

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

3.24 – Economic Impacts

Comment

I believe the Mid-States Corridor would have a great economic impact on our area of southern Indiana. Not only for the industries in the Jasper/Huntingburg area but also for NSA Crane and the Westgate Development. The corridor could help make the difference in Crane surviving future Brac closures or reductions. The Corridor will provide an extremely positive environmental impact by reducing the stop and go traffic of trucks and passenger vehicles passing through the Jasper and Huntingburg areas. The reduction in emissions would be enormous over the years. However, I don't believe bypassing Loogootee makes a whole lot of sense to save a minute two in time. The cost of doing so, the loss of valuable farmland, the impact on many homeowners and the loss to local businesses is not worth saving that 2 minutes or less in extra travel time. I believe a smarter alternative would be to definitely by pass Jasper and Huntingburg but between Haysville and the I69 Interchange near Crane, build passing lanes, improved turn lanes and widen 231 to super two specifications. I believe these options would be less costly with reduced impact on people, property and farmland and yet achieve the objective of a much reduced travel time between the Ohio River to the I69 231 interchange.. Thank you.

Response

Carpenter, William

1 – Purpose and Need

7 – Comments, Coordination and Public Involvement

Comment

It is obvious to many that this 'project' is neither wanted nor warranted but is in fact just a way to funnel money through to contractors that have a special relationship with the governor and other entities.

Why don't you listen to the actual people that would be affected by this and STOP THIS PROJECT NOW.

You base this 'need' over nothing but vagaries and made-up requirements. NO ONE WANTS IT.

SPEND MONEY FIXING THE ROADS WE ALREADY HAVE!

"Response

Baker, Kimberly

2 - Alternatives

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I oppose the proposed Mid-States Corridor plan. Building a new highway through the region will have a detrimental impact on the environment and way of life. It will be built over fertile farmland, thus paving over a significant amount of greenspace at a time when we should be concerned with protecting the environment. It does not open a new route but parallels the existing US-231, duplicating transportation options in the area. As it cuts through farmland it will turn several county roads into dead ends, creating transportation difficulty for farmers to reach their own land. Studies suggest that it will only save a few minutes of travel time between Dale and Indianapolis compared to taking I-64 to existing interstates.

Rather than creating a new corridor, upgrading the existing US 231 and also promoting interstate traffic for freight trucks would improve the ease of traffic in the area while having less of a damaging impact on the environment.

Response

Consley, Nancy

2 – Alternatives

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

PLEASE do not move forward with the mid-states corridor. Money has been approved to upgrade US 231 already and THAT IS SUFFICIENT! We do not need roads dead-ended and many homes lost as well as precious farmland. Our way of life is being threatened by this needless highway. DO NOT let progress for A FEW outweigh the detriments to THE MAJORITY.

Response

Schuetter, Sarah

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

I was born and raised in Jasper. My parents Urban and Aurelia Fuhs Pfeffer bought a cabin at Jasper Lake now called Idlewild Lake in the 195's. It was built for local residents as a retreat from the noise and tension of the workweek in the city. Even though I now live in the Indianapolis area, this place has kept that same meaning for me and my family into 3 generations. I know this is true for many other members of Idlewild Lake today. The Midstates Corridor Route chosen from the 3 proposed routes would greatly disturb the peace and tranquility that Jasper Lake has had since its origin. This is not only true for the people that own homes there but also for the wildlife that call it home. Recently eagles have made it their home. I would hope that a different site would better serve the needs of a link to I-69 and by-pass to downtown Jasper. Please reconsider the other two proposals as a better alternative.

Response

Chestnut, Barbara

2 – Alternatives

3.24 – Agricultural Impacts

Comment

Improve 231 and stop taking farm ground.

Response

Stuckey, Debbie

3.24 – Agricultural Impacts

Comment

I am a farmer in Van Buren township Davies county. i-69 ripped through our county taking precious farmland. Now you want to do the same thing through our county again. It is impossible to be a farmer. A lifetime of work, struggle, and financial hardship for a way of life ripped away from us. The total feeling of loss is overwhelming.

Response

Boze, Ed

2 – Alternatives

3.5 – Relocation Impacts

3.25 – Ecosystem Impacts

Comment

I am opposed to your preferred alternative P. There is far too much impact and unnecessary disruption to pristine wildlife, natural habitat and to the lives of individuals who have spent their entire lives building businesses that you will be responsible for displacing and ending. Consider expanding and improving the existing US 231 highway before you upend and destroy generations of achievements.

Response

Beasley, Melody

2 – Alternatives

Comment

I live 8 miles north of Loogootee just off of highway 231. The mid states corridor as currently projected does not make enough positive changes to warrant building it.

The disruption of the land and countryside has much more of a negative impact on the present and the future of our area.

Please do not build this corridor just maintain the current road system.

Response

Albertson, Nancy

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

"I'm opposed to the Mid States Corridor project that proposes to slice through eastern Daviess county. The towns of Jasper and Huntingburg could connect to I-69 much further south if needed. Why run all the way north with a new terrain road? The loss of farmland, access to farmland, loss of homes, and loss of quiet countryside is just too great to accommodate such a project in my opinion. Please abandon this alternative.

Thank you.

Response

Magyar, Jan

2 – Alternatives

Comment

I oppose new terrain construction, including Route P. A better plan is to pursue upgrades to existing US 231 only. This looks like a boondoggle to me.

Thank you.

Response

DiTillo, John

3.27 – Managed Land Impacts

Comment

As a Hoosier, I vehemently oppose this project, as should all Indiana residents with a shred of dignity, a lick of sense, or an ounce of care for their home state.

First of all, building this highway is not a priority for Indiana taxpayers. I do not submit to your using my tax dollars on this project, when public health, education, gun violence, water and air quality, fair housing, inflation, and other issues have not been addressed adequately.

Among the reprehensible mistakes this project proposes is leveling rich hardwood forests in the Gantz Woods Nature Preserve in Daviess County. It is a reserve. That means you do not have a right to touch it, let alone destroy a huge swath of it.

Take the money dogeared for this project -- including the salaries of the “economic experts” who dreamed this up and are trying to push it through, against all reason and decency -- and put it into climate resiliency and conservation efforts, such as supporting small family farmers to employ practices that will regenerate and protect their topsoil. That is what Indiana needs. Not this.

Thank you.

Response

Newcom, Paula

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

"Did you know that this will likely take part of our families farm?"

Did you know that 69 took part of my Grandfather's farm?

Did you know that this waste of taxpayers' money might only save drivers 3 minutes?

Did you know that this will destroy forest lands & other family farms?

Do you care?

Response

Mid-States Tier 1 DEIS Comment

Page 1 of 2

Carr, Kelly

0 - Summary

2 – Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

Strongly opposed to this unnecessary project! Save our farmlands and nature!!

Did you know congestion and municipal maintenance within Jasper city limits is one of the factors for the Mid-States Corridor Project?

Did you know the Mid-States Corridor will utilize Highway 231 south of Huntingburg?

Did you know the Mid-States Corridor will NOT utilize the Highway 231 north of Haysville and will run roughly parallel to Highway 231?

Did you know this Corridor proposes a bypass west of Loogootee which will negatively impact local businesses and restaurants?

Did you know, the Mid-States Corridor will be limited-access and cause many county roads to become dead end resulting in some farmers traveling up to 10 miles to care for animals and crops they can see from their house?

Did you know in 2021 Governor Holcomb announced \$75 million for improvements of Highway 231 between Crane and Dale to include passing lanes and improved intersections?

Did you know these improvements also include upgrading to 4 lanes in Huntingburg and Jasper?

Did you know the Mid-States Corridor project is not considering Highway 231 improvements to minimize impacts?

Did you know, then State Representative Mike Braun and State Senator Mark Messmer introduced a 2017 bill to permit private funding of transportation infrastructure studies in Indiana?

Did you know, the Mid-States Corridor Regional Development Authority (RDA) consists of representative ONLY from Dubois and Spencer Counties?

Did you know a single “no” vote from any board member of this RDA prevents new representation from other counties?

Did you know the RDA Board will not release names of businesses and companies which funded the Draft Environmental Impact Statement?

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Mid-States Tier 1 DEIS Comment

Page 2 of 2

Did you know in 2020, Senator Mike Braun stated arguments using the basis of lost farmland will not sway the decision regarding the Corridor?

Did you know citizens around French Lick and West Baden rallied to keep the Mid-States Corridor from impacting their cities?

Did you know taking no stance on the Mid-States Corridor is essentially supporting the project and current proposed route?

Response

Lindsay, John

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

Waste of taxpayers' money upgrade hwy 231 instead of taking family farms and taking business away from Martin county seems like this is to benefit a few Dubois county business men hmm who are they?

Response

Todd, Cathy

2 – Alternatives

3.5 – Economic Impacts

Comment

"To whom it may concern: My husband and I are strongly opposed to the mid-state corridor. this proposal is a waste of tax money, property, and homes! There is no benefit to anyone except a few that can pad their pockets from this. Stop this now!

Response

McDowell, Peter

2 - Alternatives

3.4 – Economic Impacts

3.7 – Traffic Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

Comment

"As a resident of Martin County, I see no benefit from a new road and many negative impacts, including:

- Loss of income to local businesses
- Loss of county tax revenue
- Destruction of farmland and wetlands
- Limits access to county roads and open space
- Lack of representation on the RDA Board
- Upgrades to 231 are planned by INDOT, negating the need for another road
- Excessive construction costs will ultimately increase costs to residence

The only benefits are for Jasper and Huntingburg while Martin County pays the price.

Response

Frisz, Christina

3.24 – Agricultural Impacts

Comment

This is an expensive and unnecessary project that will cost people of Indiana.. Many will lose farmland that has been in their family for hundreds of years. Apparently our politicians do not care about this or the fact it would affect small towns, small farm owners and cause more issues for the regular people vs bigger business and their convenience.

Response

Thomas, Nicole

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

"The midstates corridor will negatively impact Martin county. It will negatively impact my job. T
There is already limited housing in Martin County which will lead to people moving into other counties.
Martin county is the 7th highest taxed in the state do we will lose property tax income as well. I vote to
improve highway 231 as planned. Why spend all that money for 5 minutes and ruining lives.

Response

Arvin, Josh

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

The people of Martin county are highly against this project. We have said our piece about your project and you claim to listen but you don't care. This project is a farce it does little if any good. Astounded that the state of Indiana is ok with this. 231 needs some upgrades sure but a supper 2 is ignorant. What are you going to do about noise pollution. The whole point of living where I'm at is the fact that it is quiet. I want to hear the wildlife not the droning of trucks all hours of the day and night. You should take pause and look at what you are proposing to destroy and rethink this project from the ground up. As it is not needed. Why not try finishing other projects such as 37. It accomplishes the same end goal. Or better yet repair existing roads rather than dumping all this money into something no one wants. This project is funded by nothing more than greed and is wildly unpopular. Before you commit to something we will all come to regret I plead for you to rethink what it is your doing to my community and the surrounding area.

Response

No Last Name, Hope

3.5 – Relocation Impacts

Comment

NO NO NO. Do not take use our land for your profit! Make changes to make better use of what we already have and LEAVE OUR LAND ALONE!

Response

Roberts, Juliet

3.24 – Agricultural Impacts

Comment

The intention and benefit for this project is not clear at all. As we are on the cusp of an agricultural crisis on a global scale, we need to proactively look out for the interests of farmers and this project will make it more difficult and time consuming to perform their work than it already is.

Response

Classick, Joanne

2 – Alternatives

3.4 – Economic Impacts

3.9 – Air Quality Impacts

Comment

Why do we need another highway when our state barely keeps the existing highways in good repair. I do think that working with existing roads and making some short, optional bypasses around some towns would adequately help truck traffic and long-distance travelers get from one end of this State to another, we have more pressing needs. The new highway would disrupt some businesses, cause a lot of pollution, which we already have, and damage the environment. In this time when the environment is under great stress, we should be spending money on how to help farmers. Our schools, our health systems, our housing problems could all use improvement. There is no question of that. But please spend the money for this road on improving the roads that we already have so that commerce improves with the least amount of disruption.

Response

Dattilo, Angelo

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.21 – Forest Impacts

3.23 – Karst Impacts

3.24 – Agricultural Impacts

3.27 – Managed Land Impacts

Comment

The cost of Route P may be the least destructive of the routes, but it's no justification to destroy thousands of acres of forests, wetlands, at great cost to taxpayers especially when lessor alternatives for upgrading SR 231 exist. We will loose habitat for species like the endangered northern long-eared bat and the bobcat. Hardwood forests and sandstone cliffs of the Gantz Woods Nature Preserve in Daviess County will be demolished. But, I know you people really don't care. Slowly but surely, the people with money will selfishly destroy every last family farm, field, wood lot, wetland, cave, creek, nature preserve, row crop farm, or whatever else they want for their own personal gain, and per usual, the politicians will step aside for a pat on the back and a job well done in the name of progress. Someday, we will live in a crowded, over-paved, over-developed, biologically sterile, and temperature hot world thanks to greed and short-sided decision making with projects like this one. This cost verses the benefits of Route P is yet another disaster in the making for the State of Indiana.

Response

Quick, Kyla

2 - Alternatives

Comment

I do not agree with the mid-state corridor. The people that are most affected by it will never benefit from it and there are far more cons than pros for those throughout Martin County. This is my vote against it.

Response

Swartz, Sue

2 – Alternatives

3.4 – Economic Impacts

3.19 – Stream Impacts

Comment

Just an ordinary citizen here, wondering why you would build another new highway when the Indiana Department of Environmental Management itself prefers alternatives that restrict the project to existing road alignments as the best option for minimizing impact to our precious waterways. and when the Department of Natural Resources commented that it is strongly recommended that few new highways be created, while existing highways and major roads are enhanced. Not to mention the negative effects that almost always come to local businesses when a highway makes it easy for drivers to bypass their front doors. I can only imagine that someone will get richer off this proposal, as is always the case. So frustrating.

Response

Lange, Kendyl

2 – Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

As a resident of Dubois County, I write in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route.

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states that Alternative P has the second highest potential for impacts to row crop agricultural lands as well as the widest range of lost agricultural income at \$977,000 - \$1,426,000.

Our farm ground is essential to the local and state economy and INDOT has selected a route that has the highest potential impact on our land. This route will split farms and go through hundreds of acres of farmland, forests, and wetlands. I fully understand how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration,

Response

Lange, Evan

2 – Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Mid-States Regional Development Authority,

As a resident of Dubois County, I write in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route. My mother's house is within the red lines of the DEIS. There will be up to 149 unnecessary displacements like her in this state, due to a flawed study. This is a project based on greed and not on safety, which was removed as a core goal. How is the safety of citizens not a core goal?

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states that Alternative P has the second highest potential for impacts to row crop agricultural lands as well as the widest range of lost agricultural income at \$977,000 - \$1,426,000.

Our farm ground is essential to the local and state economy and INDOT has selected a route that has the highest potential impact on our land. This route will split farms and go through hundreds of acres of farmland, forests, and wetlands. I fully understand how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration.

Response

Lange, Diane

2 – Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Mid-States Regional Development Authority,

My property is between the red lines of where the highway is going. It sits on top of a hill with trees all around it, but right below it is an empty field. When you take my home, are you going to compensate me for the emotional damages from losing the home that I and my late husband invested our blood, sweat, and tears into? You claim that you are going to do everything you can to avoid people's homes, but yet there is a wide open field that is not marked for the highway that would avoid taking four people's homes plus acres of trees and nature.

I am writing in strong opposition to the Mid-States Corridor project and the Preferred Alternative P route. There will be up to 149 displacements like mine if this moves forward, based on a flawed study. This decision was made based on the needs of businesses and not the needs of citizens. It is a waste of taxpayers' money, and safety was not even a core goal of the study.

This project will be detrimental to agriculture and our rural communities. The significant impacts that the Preferred Alternative P route will have on our farmland can be read in the project's own Draft Environmental Impact Statement. It states that Alternative P has the second highest potential for impacts to row crop agricultural lands as well as the widest range of lost agricultural income at \$977,000 - \$1,426,000.

Our farm ground is essential to the local and state economy, and INDOT has selected a route that has the highest potential impact on our land. This route will split farms and go through hundreds of acres of farmland, forests, and wetlands. I fully understand how vital Indiana's roads and transportation corridors are to Hoosier farmers and communities, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration,

Response

Suelzer, Christopher

2 – Alternatives

3.21 – Forest Impacts

Comment

I do not favor the construction of a new highway corridor, including plan P, which would destroy additional woodlands. Would favor upgrades to existing roads. We do not need another road in this area.

Response

Filter, Gregory

2 – Alternatives

3.21 – Forest Impacts

Comment

We oppose the Midstates Corridor new terrain construction option, including Route P. There are very few good reasons to use a new terrain build. We Urge INDOT to pursue upgrades to existing US 231 only. We are losing too much of our forest lands to unneeded construction.

Response

Booher, William

2 - Alternatives

Comment

This route will not answer your supposed issues. It is just another attempt to hurt the beauty of our state. I say no to it.

Response

Sherfick, Jacqueline and Anne

2 – Alternatives

3.24 – Agricultural Impacts

Comment

I have lived in the Martin/Daviess area for over 75 years. It appears to me a few folks from Dubois County want to ease the congestion in the Jasper area. This is a great idea that should be done in the Dubois county only. There is no need to connect to I 69 to get that accomplished. The destruction of farm land in Martin does NOT help the Jasper congestion, only the very few who wish to shorten their travels north, kind of self-serving. There is more than one path to I69 from Jasper, it simply isn't necessary to disrupt land in another county to get to I69. I am progressive more than not and I like to move forward for an improvement that helps many people, not just a few. This project is a waste of money since Gov. Holcomb announced in 2021 a \$75, 000,000 identified for design and improvements of the existing highway 231 between Crane and Haysville. Please cancel going forward with the Midstate Corridor.

Response

Meyer, Sandra

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My family and I do not think that a new Hwy. 231 is needed. This will take away too much farmland and too many homes in the process. There is not enough land for homes in this area now. Farmland is badly needed too and should not be sacrificed for a road. There are too many local roads in this area that need work. Hwy 162 and 164 in Dubois County have issues.

Also, the highways towards Petersburg and in the Pike County area also need attention. Please upgrade the existing 231 and do not build a new one. Also, work on the existing roads that are here already. Thank you.

Response

McDaniel, Anne

2 – Alternatives

Comment

I am deeply opposed to this project. It is a huge waste of money that appears to offer no real benefit to the citizens of Indiana. Infrastructure funds would better spent on much-needed maintenance of existing roads.

Response

Caldie, Matt

2 – Alternatives

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I oppose this project as I currently understand it. As far as I can tell thousands of acres of forests, wetlands, and farmlands will be ruined by the new terrain construction in Route P for no justifiable reason and at great cost to taxpayers. I believe we need to be preserving as much valuable wilderness as we can these days.

Response

Hoffman, Julie

2 – Alternatives

3.24 – Agricultural Impacts

Comment

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? Families and lives will be destroyed and devastation of lives; farmers and their families will not recover.

Response

Hauersperger, Sheila

1 – Purpose and Need

3.10 – Noise Impacts

Comment

You are coming to my happy place with this proposed highway. You see, I have a cabin at Idlewild Lake which is in very close proximity to the proposed Mid-States Corridor. I am 65, and the longest owning cabin member at Idlewild Lake. My parents bought the cabin when I was 18 months old. My husband, Bud, and I rebuilt it 20 years ago, for the next generation. My happy place, that place you go to in your mind when something bad's happening, or your dentist or surgeon tells you to go there, is on my raft, in the middle of that lake, breeze blowing, water lapping up on the raft, rocking you gently, as the breeze takes you to nowhere in particular. Sometimes, my neighbor, Jerry G., has a baseball game on the radio, in the distance, and that's even better! Jerry G. and I have been neighbors at the lake longer than anybody I've been neighbors with in town, or anywhere I've lived. We're both 2nd generation cabin owners, at Idlewild Lake. In fact, Jerry G., taught me to whistle, as a kid, before he left for the Vietnam War. The point is, the lake doesn't include highway noise.

We'd like to get to Indy 10 minutes faster, or whatever the final number will be. Our only child, our daughter, lives in Indy, so yes, we'd like to get there sooner when we go to visit her, but I'd like her to be able to enjoy the lasting peacefulness of the lake in years to come, as well as, my sisters and all my family. I'm concerned that the proposed highway coming through will destroy this peacefulness.

At the lake, I learned to swim, to fish, to gig frogs, to paddle a boat and a canoe. Now there's kayaking and paddleboarding. We ice skated at the lake and would sled from the top of the hill behind our cabin to across the frozen lake! Exhilarating! Yet, made even more memorable by the quietness of the snow and ice. All these things we've done with our daughter, too, except the frog gigging! We've had bonfires, birthdays, fireworks on the 4th of July, and family get-togethers, over the years, too numerous to count.

When the pandemic hit, it was the first place I went, not on my raft, on the lake, but to the peacefulness of the woods, behind our cabin. We have bluebirds, and goldfinches, woodpeckers, and Great Blue Heron. There are wildflowers, Spring Beauty, Dutchman's Breeches, Virginia Bluebells and May Apples! There are squirrels and toads, and at night, an occasional owl! And now, there are EAGLES! I worry some about the eagles seeing me on my raft, and thinking I'm their dinner, but I worry more about this proposed highway. If you're lucky enough to have a place like this in your family, or in your life, then you know the value of the peacefulness, and togetherness, it brings, and the peacefulness and family togetherness outweigh the speed.

I grew up in Jasper, at the "Y". My parents built the red brick ranch just up the highway, from the Dairy Queen. Yes, on the highway, with the coal trucks going up and down that hill. They built because of location. We could walk to and from school, and they could get to their jobs easily, BUT, we always had the cabin and the lake to get away from all that noise, a peaceful place to go to from living in town. My parents chose to build their red brick ranch house on the highway, in the busy town, but now, this time, the trucks are potentially coming back again, but not at our choice. Where do we go for the peaceful existence that the lake has provided to our family, all these years? Have you come out to the lake to experience the beauty, and quiet that is just beyond the tree line of the proposed highway? Please do. Where and when does it end?

Response

Fritch, David

2 - Alternatives

3.3 – Social Impacts

Comment

With 65 and 69 I really don't see the need for another highway in our area. The Bowling Green to Indy route would mostly only affect the industries already located in Dubois County. In other words, most all of those trucks from and to our area will already have to come into town whether you spend millions for another road or not. Just improve their exits and entrances to our area rather than spend millions upending and upsetting hundreds of local businesses. One of the greatest values of our community is it is safer here on existing highways and people have a higher quality of life, higher education in our schools because of our a little bit off the beaten path. You know that we can visit five larger major metropolitan areas, Indianapolis, Nashville, St. Louis, Cincinnati, Louisville, and Lexington withing 3 hours and most 2 1/2 hours. This road will not help much in reducing the amount of time it takes to get to these cities. It is only 6 hours or less to Chicago the third largest city in the U.S. The only benefit would be to a few industries here. Most of these companies won't be adding a large number of jobs because of the road and the workforce is already fully-employed. I don't agree that a larger highway will make driving safer. The road going by Dale is a prime example. After this road was put in, deaths from traffic in the area increased significantly and mostly from the new road. I go on and on about how this highway will reduce the quality of life of those living in the area. Money is not everything.

Response

Michel, Philip

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

To whom it may concern,

I am adamantly opposed to the Mid-States Corridor, especially where it covers prime farm ground and uproots families. It is funny how I had to jump through hoops to sell off 8 acres of my land to a local farmer because the county said they had to preserve larger farms because our community depends on them, yet this unnecessary road is going to bury 1000's of prime acres and cut through farms, destroying livelihoods. How do you square that? What happened to preserving our agriculture which our community depends on? You can widen the existing 231 and improve its access without destroying a lot of farmland and achieving about the same goal at a fraction of the cost. I've seen many small towns create a bypass around their business sections to remove some of the through traffic. This smaller section of "new" highway would be much less disruptive than building an all-new highway that few want. It would also not destroy the small town living (which is why we live here) that a super highway could. I am opposed to the Mid-States Corridor and mark my words, you will regret building this highway once you see the ruin it causes.

Response

Hays, Carter

2 - Alternatives

3.24 – Agricultural Impacts

Comment

The mid-states corridor project is an outrage of government spending, environmental devastation, and abuse of eminent domain laws that will steal the land of families who have been farming it for generations. There is absolutely no reason to put this highway in, as it borders another one that could easily be maintained for a fraction of the cost, and none of the impacts of this project. I vehemently oppose all routes of the mid-states corridor, and hope that the public outcry from those you want to “serve” has also delivered the message loud and clear: Hoosiers do not want this highway..

Response

Laker, Ann

2 - Alternatives

3.19 – Stream Impacts

3.25 – Ecosystem Impacts

3.30 – Irreversible and Irretrievable

Comment

In a 2020 poll of Hoosiers, eight in 10 said they would prioritize protecting the environment, even if it slowed economic growth (Indy Star:

<https://www.indystar.com/story/news/environment/2020/09/18/new-poll-hoosiers-say-government-needs-do-more-climate-change/5819240002/>).

And yet, the federal and state departments of transportation are choosing to destroy waterways and wildlife habitat with a gratuitous highway project.

The section of the DEIS titled “IRRETRIEVABLE AND IRREVERSIBLE RESOURCE LOSSES”; says: “The use of these resources is warranted because the project will produce an improved transportation system and encourage economic development.”

“Economic development” is not worth more than our land and water. Indiana has devalued our environment and ecosystems for too long. It's time to value land, water, and wildlife over car-centric convenience.

The environmental costs of Alternative P are still too high. Upgrades to existing US 231 is the only option that makes sense.

Thank you

Response

Brooks, Robin

2 – Alternatives

3.3 – Social Impacts

7 – Comments, Coordination and Public Involvement

Comment

I have heard no information or argument that clearly shows this road project to be of any benefit. At the same time, a lot of effort and production has gone in to this website and the “public outreach” surrounding the Misguided Corridor. Although over the past several years it has undoubtedly made some money for some people, this project merely amounts to way too much wasted in money and resources. Southern Indiana and its citizens have SO many things to rejoice in and be proud of...especially compared to other parts of the U.S. I am a Hoosier by birth (Bloomington), grew up in coastal New England and returned to Bloomington in 1985 to go to IU. I have lived in Indiana ever since.

Indiana, like other “flyover states” will ALWAYS attract interesting, well-heeled folks from other parts of the country, who do not have to relocate here and set up shop to add to our area's advantages. U.S. cities that are tourist attractions and overpopulated are NOT supposed to be the inspiration for how Indiana cities do things!! It would be so much better if we all as residents got behind our communities with support and enthusiasm and gratitude, instead of some clunky maneuvering to simply die with the most toys!!

Also I have a sense that the people behind the Misguided Corridor Project have created a disingenuous wad of talking points that has nothing to do with bettering the lives of Hoosiers. It really comes off as wastefulness combined with a shocking disregard for those people and places who would be ruined by construction of the road. This would be the case no matter which of the routes was deemed “Preferred”. No amount of “connectivity” can make up for the depravity and destructiveness unleashed by plans such as these. The mechanisms created to push through this project, like Senate Bill 128, the RDA, etc. appear to be unhelpful and non-inclusive to the citizens of Indiana. Why on earth are all of you people trying to make this project sound like a benefit? Are you just misguided? That's bad enough when it comes to people in positions of authority, but what's so much worse is the notion that people in positions of authority are simply abusive, beyond just wanting to enrich themselves. Furthermore, there are many more pressing infrastructure needs within our state that deserve this quantity of attention and funding that are nowhere near the misguided disaster of this project and we should be looking to improving the state's future, not torpedoing it which is what will happen if this goes one step farther. This process needs to halt immediately.

Response

Keller, Michelle

2 – Alternatives

3.5 -Relocation Impacts

3.24 – Agricultural Impacts

Comment

Please stop this nonsense! This road is not needed. You will be destroying homes, farm land, the environment, people's lives and all to save a few minutes to the north. We need to redirect this money and energy in to fixing and improving the roads and bridges we already have. Please listen to the voice of the majority of people. This road is not wanted or needed!

Response

Shock, Dennis

2 – Alternatives

3.24 – Agricultural Impacts

Comment

I strongly oppose the proposed mid states highway. The harmful impact to agriculture and the environment will far outweigh the benefit of another expensive highway. Socially and economically it is a disastrous proposal.

Response

Johnson, Robert and Melinda

2 – Alternatives

3.25 – Wildlife Impacts

Comment

I have been following the progress of this project. I have followed the pros and cons of this project and have arrived at the very obvious conclusion that this proposed project is frivolous, wasteful, and certainly a misuse of taxpayer money as well as disruptive and harmful to nature and wildlife. Should this project continue as suggested using corridor P what are the tremendous benefits to be obtained? Is a saving on truck traffic of five to ten minutes to Indianapolis worth the investment of so much taxpayer money and disruption to so many individuals and nature worth the trouble? I think the answer is glaringly clear, "NO", this is not a project that should be completed.

If we what to enhance current highways to facilitate faster and smother movement of truck traffic and also car traffic then why not spend these taxpayer monies in a way that would serve both at a fraction of the impact of the proposed Mid States Corridor?

Thank you for your consideration

Response

Hopf, Gary

2 – Alternatives

Comment

I am in support of the Midstates Corridor. WE need this highway to draw new Industry into Dubois County. If we want our children to stay in Dubois county we will need the good paying jobs that new Industry will bring to the county. The pathetic 2 lane highways serving the Jasper area are inadequate. Do not let the regressives in the community tell you we do not want the Corridor.

Response

Wilder, Morning

2 – Alternatives

3.9 – Air Quality Impact

3.17 – Floodplain Impacts

3.18 – Wetland Impacts

3.25 – Ecosystem Impacts

Comment

Do you drive? Do you drive in rural areas? On two-lane roads? On four-lane roads? How often do you see dead animals in the middle of the lane or on the shoulder? How many dark smears do you notice, even after the body is gone? Did you know that the possum is the only marsupial on this continent? Do you know how long it takes a turtle to cross the road? Do you know how many fawns and does die as vehicle fatalities? Do you realize the toxicity of vehicles? Have you heard about the density of life in wetlands?

I am so disheartened but not surprised that this project idea exists. It is unconscionable that land continues to be destroyed in a multitude of ways. Clearing people, animals, and land for a road is not just about the road. It's a continued promise of death and degradation: death from air pollution, tire pollution, exacerbated flooding, habitat removal and increased roadkill, deceased canopy leading to increased seasonal heating.

Have you seen how much traffic there is on I-69 between Martinsville and Evansville? So little. So very little. We don't need more roads for cars. The ones that exist are sufficient, even if they might need repairs or repaving. We don't need to clear more land. We need better options to move people where they need to go. We need more rail lines, more trails for humans to move themselves on foot, by bike, on horse, whatever. We need better overall infrastructure, not a \$1B plan to build a road. Can you imagine if people could just buy a train ticket instead of paying \$5.23 per gallon to go 20-30 miles? \$10 to go 50 miles? \$20 to go 100 miles? I hope this makes sense to you. It makes more sense to me than the plan on the table.

Response

Cassidy, Julia

2 – Alternatives

3.3 – Social Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

As a resident of Dubois County for more than 25 years, I do not agree with the need or value that this road allegedly will provide, nor do I agree that the pros of this road outweigh the cons. I have attended several of the public outreach meetings. What I have heard suggests that the small group of wealthy patrons and businesses that support this road, and have pushed it through the process to this point are the only ones who seek it and they do so only to advance their own personal wealth interests (or their wealthy patrons, i.e., elected to represent our county at the State level) at the ultimate cost of many residents who reside in the affected counties. While a small number of individuals and businesses have funded some portion of the initial studies themselves, we know that most of the cost will end up being borne by taxpayer residents who do NOT want this road to be built. I support all the reasons presented by the Anti-Mid-States Corridor group, which I am sure you have full documentation of from the public meetings at Jasper and Loogootee. Most of them made real, practical sense. This whole project is a planned waste of significant amounts of money that will be paid by taxpayers to further support the wealth of a few individuals who decided to establish their businesses in this area many years ago and remain here today. Were they planning on leaving without this road? Are they going to leave if the road doesn't get built? I doubt it.

At the April meeting in Jasper, I heard many people present additional facts and statistics that indicate that the RDA and State are overlooking the very real, negative impact on this area of Indiana, its environmental resources, geography, agricultural and other businesses, while only providing a minor positive gain to local transportation businesses. Having worked for a large corporation in the area, and being directly involved in the discussion whether to assist in initial funding of the RDA and this project, I know it was decided that this road would NOT aid in any practical way to advance the business of that company - including in making it easier or faster to obtain access to the interstate highway system. The fact that the proposed corridor will only eliminate approximately 5 minutes worth of time on the drive to 69, along with the fact that it will create numerous safety concerns in Dubois County by crossing several major local roadways, including 162, IN-64, 164, and IN-56, which many of our businesses send trucks on every day, suggests that the proposed highway does NOT meet the purpose for which it is being built. These state highways (162, IN-64, 164, and IN-56) all carry significant traffic, and having a high-speed highway cross over them will inevitably create numerous opportunities for significant and dangerous accidents. The experience of the extension of highway 231 and the deadly accidents that occurred on it are examples of what we can expect in Dubois County.

I live on 164 and see the high amount of traffic every day - including every type of vehicle, from large dump trucks carrying rock from quarries in Orange County, to semis carrying furniture, chickens, turkeys, and a myriad of other products to Jasper from outlying areas, tractors pulling large equipment to/ from fields, mopeds/bicycles of local residents, regular passenger cars, and a multitude of trucks

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pulling boats and campers coming to and from Beaver Lake, Patoka Lake and other campgrounds in the surrounding areas. The proposed corridor will not relieve this traffic - it will only likely increase it. Highway 164 is not an easy road to drive, with its many twists and turns, blind turn-offs to side roads. I anticipate many issues at the intersection of 164 and this corridor.

Concern was expressed by the Jasper Mayor about the safety of Jasper residents, but there are many residents in Dubois County outside of Jasper. Jasper has stoplights, stop signs, and other traffic control. Having been a resident of Jasper for 21 of my 25+ years in Dubois County, living one block off of 231, I understand the concerns about noise - but safety concerns are caused by people who don't drive according to the rules because there are many traffic controls in place in Jasper. Where there are no controls, such as at Highway 231 and 47th street (which was mentioned), is the fault of the State of Indiana Department of Transportation for not addressing known safety concerns. This was an issue at 3rd at 231 in Jasper for many years. I raised the issue to the City of Jasper in about 2005, and it has taken until 2022 for the State to address it by putting in a stoplight. I was told when I raised that it was a known problem but the State controlled the intersection and therefore Jasper could not act. Building a new road is not going to resolve these issues at all. There will be minimal traffic control on the proposed corridor, assuming that this road is being built for higher speeds and to avoid the slow downs that occur in Jasper, caused by the traffic signals, etc. If that is not the reason - then why are you building it? other than to provide a private highway for the main transportation services company in this county.

If you have not spoken to local and State police officers who are assigned to drug/human-trafficking crimes, you must. I have spoken to a couple of them and know of their concerns, which are based on their knowledge and experience in working with regional and state-wide officers and agencies to address drug-and human-trafficking issues. Adding this corridor as another - less-monitored - route from criminals to traffic north/south through Southern Indiana is going to bring more drugs and more human-trafficking to our doorsteps. Are you going to fund the police and social programs we will need to address these problems? How much is this going to cost us taxpayers in the future? How many people will die as a result of this change?

I also want to raise the very unique and valuable asset that we have in the form of the Amish community that resides in Davies and Martin Counties. The safety of those persons, who travel by horse/cart, will be severely endangered by placing a high speed road through the middle of their well-established farming community. How do they find another location large enough to support their entire community? They provide many services and skills to this area of Indiana, including providing fresh fruits and vegetables, construction of homes/ barns (my home was built by an Amish family in Odon, my cabinets and other articles in my house by other Amish families), furniture and playground equipment, flooring, etc. They are a wonderful, caring, practical, hard-working and intelligent group of people who are going to suffer significant loss due to the impact of this road on their livelihoods. What if they were to move out of our region? This would be a significant loss to Southwest Indiana, all so that trucks can get to I-69 5 minutes faster... ???

Jasper and Dubois County can choose to address the local traffic issues - there are options that are less destructive - widening existing roads such as Meridian Road and Cathy Lane. The impact on a homes would be far less than this proposed corridor, as these could connect to 231 north of Jasper with a stoplight, and to 162 either at Meridian or going behind the VUJC campus. Have these options even been considered?

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Looking to the future, we all know that electric and self-driven vehicles, including drones, are coming. The transportation industry is already involved in these advances, which are likely to be here before this road is completed. Please stop using the “white man way” to solve this problem - i.e., take a bulldozer to tear down everything in your path to solve a “problem” that only exists in the minds of those who can make money from “solving” it the way they want.

I chose to move from Indianapolis to be in an agricultural area and to avoid the problems of high population and traffic. Most people who live here for very long have chosen to live here, or remain here if they were born here, BECAUSE of the rural setting, the agricultural environment, the small-town feel and social options are what they want. We do NOT want the traffic, more large trucks, more drugs, and all the other problems to defile this area.

Response

Bledsoe, Larry and Judy

3.5 – Relocation Impacts

Comment

The proposed route for the corridor definitely impacts the area where we live - Bledsoe Lane south of Loogootee. We built this house in 1977, raised our 5 kids, sold it in 2012 and bought it back in 2014.

We have the house and 20 acres. We LOVE THIS PLACE!!! We really do NOT want the corridor in our backyard, front yard or to take the house. We actually have started looking at what property is out there and there is NOTHING to compare to our home and surrounding property.

We know this will fall on deaf ears but if we had our wishes the corridor would not be built. We know this is the last day to comment and we couldn't let it pass without this being said.

Response

Sommers, Sondra

2 – Alternatives

3.5 – Relocation Impacts

Comment

When thinking about whether we need a new road or not, there are obviously many aspects to consider. First and foremost I think we should consider whether the road is necessary. I understand that some may feel that it is but in the grand scheme of life, saving five minutes, at best, on a single route is a very small amount of time. It is a very small amount of time especially considering the amount of time it will take to build the road and then also maintain it. Secondly, I believe that, in these hard economic times, we should be striving to help our citizens keep as much of their money as possible to lighten the load on their finances. Also in relation to finances, it seems that our state has enough issue maintaining the roads we currently have so I do not understand why we would want to add a road to that maintenance list. Last, but certainly not least, I think we must consider the many many people and families that will be displaced due to this road. The example that I have is my very own grandparents. They are 90 years old and living in the home where they raised all of their seven children. They are in overall good health and have no services needed right now. The road route that is currently proposed will go right over top of their house. There are many other examples of this very same situation happening. How sad. And exactly what are we going to gain by making this road? Again I ask you is it truly worth it? I don't believe it is. Improve our current roads and maintain them appropriately for several years and then possibly talk about a new road.

Response

Ellis, Mary Helen

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

Please reconsider the decision for implementing the mid state corridor. I don't believe in the validity of this project that will displace many people, take more land, and benefit a small number of individuals. It is not worth the miles or time saved.

At least consider placing it on the voting ballot to see how many people are in agreement with the proposed plan for any mid state corridor versus how many are not.

Response

Duchmann, Karl

2 – Alternatives

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I live in the project area, and I have talked with neighbors and attended a number of Midstates informational events. I can say that support for this project is hard to find, and opposition to it has been the overwhelming majority of people I've encountered in the towns of Jasper, Huntingburg, Loogootee, Orleans, and Mitchell. Many area residents have read the DEIS, and find the purpose and need section to be severely lacking and extraordinarily unpersuasive. Who would arbitrarily use eminent domain powers and \$735+ million of taxpayer resources to encourage unwanted sprawl, concrete over prime heritage agricultural land (as food prices rise, no less!), and shave just 5 minutes of truck time off a 140 minute drive to Indianapolis?

I also have heard a considerable amount of local concern regarding the process in which this highway proposal even became considered. For instance, at a public meeting in Jasper, a Martin County farmer, Mike Arvin, held a blown-up version of the official list of private donors to the Tier 1 plan for all in attendance to see. He did the same at a library-hosted townhall in Loogootee one month later. At both large well-attended public events, Mike highlighted that only \$925,000 of the more than \$3.7 million donated privately is publicly identified. The rest of the funds came from individuals or entities whose names are not publicly known, raising concerns in the project area about potential conflicts of interests among the unknown backers of an extremely unpopular and confusing government project.

To further illustrate the extent of public opposition, the Dubois Press noted in a 5/2/2022 article that Alan Hanselman threatened “to move the Schnitzelbank to Florida.” Alan is concerned that five homes of business leaders in that company would be destroyed and that these individuals would no longer feel welcome or valued as members of the community in such a scenario. After all, how *could* they? Many others who would lose their land for a frivolous, unnecessary, and costly new terrain highway project feel similarly, including area farmer Jason McCoy who said publicly in Loogootee that his daughter had told him in tears that they would be willing to sacrifice their family's inheritance of prime agriculture land if it would *clearly benefit* the larger community, However, she knows and he knows that the Midstates Corridor is not such a scenario.

The supposed benefits to the project area are not seen as benefits by the overwhelming majority of residents in the project area, and the costs are severe and disproportionately carried by cherished food producers and the beautiful low-population density areas that attract tourism, the Amish community, and high quality of life for rural-loving area residents like myself.

If this project were put to a public referendum, would area residents vote to fund its continued consideration or would they consider its continued consideration an unnecessary waste of taxpayer resources and pull the plug on it? If the general public doesn't want this road, who does?

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I know Ready Martin County does not want this unnecessary new terrain highway. They say, “the Mid-States Corridor Route 'P' does not reflect or address the needs of our community.”

I know the Hoosier Environmental Council does not want this unnecessary new terrain highway. They say, “Route P does not have the same level of environmental harm as Routes O and M which traveled through Orange and Martin Counties, but it is still a very damaging and poorly justified project.”

I know the Dubois County Farm Bureau doesn't not want this unnecessary new terrain highway. Steve Buechler has said, “the members of the bureau vehemently stand against the Mid-States Corridor project.”

<https://www.duboiscountyfreepress.com/strong-opposition-heard-in-public-meetings-for-mid-states-corridor/>

Response

Jeffers, Janice

2 - Alternatives

3.4 – Economic Impacts

Comment

"I believe that building the highway would be an economically destructive undertaking for Indiana. I believe that the highway would damage existing small businesses, set back the 140,000-employee outdoor recreational sector, undermine the vision of the Governor's Next Level Trails Program, and yield a much lower return-on-investment of taxpayer funds compared to other alternatives, such as repairing roads and investing in broadband and rural hospitals.

I feel that the Mid-States Project is a very unwise use of taxpayer dollars to help our region. I would rather see this money spent on improving existing, degrading infrastructure and broad band expansion than building this highway,

The Mid-States Corridor Project will eliminate people driving through our towns eliminating a lot of the traffic our businesses rely upon. We need more visitors coming through our towns. There is no economic reason why this highway should be built. It would be more cost effective to improve and better utilize our existing roads and make much needed improvements to our infrastructure. This would provide desperately needed jobs for families here. The Mid-States Corridor Project does not make economic sense.

Trails, greenways and other quality of life projects would be more important to building Southwest Indiana's economy and attracting entrepreneurs and young professionals than another major highway that mars the region's natural beauty and diverts resources better spent on existing infrastructure. Let's improve and make safe the highways that we already have.

Response

Michaels, Thomas

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am against the building of the corridor because it will be a major waste of farm land and destruction of many properties. I am the first residence to be destroyed north of road 100 South and 1300 E in Martin County. I built my dream home starting in 1976 and moved in in 1978. I did this while working at Crane and farming and gardening. I now have given up the farming and spend my time delivering bakery items for Kountry Lane Bakery and gardening.

Your current plan destroys my two-story home(2500 sq ft with full basement), my 40 x 54 shed, my four apple trees, my four peach trees, my pear tree, my thorn less blackberry patch, my 50'X 120' garden and my 1 acre pond. The woods that I live in cannot be replaced.

If the day comes for you to purchase my property I will expect replacement value!

"Response

Michaels, Thomas

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am against the building of the corridor because it will be a major waste of farm land and destruction of many properties. I am the first residence to be destroyed north of road 100 South and 1300 E in Martin County. I built my dream home starting in 1976 and moved in in 1978. I did this while working at Crane and farming and gardening. I now have given up the farming and spend my time delivering bakery items for Kountry Lane Bakery and gardening.

Your current plan destroys my two-story home(2500 sq ft with full basement), my 40 x 54 shed, my four apple trees, my four peach trees, my pear tree, my thorn less blackberry patch, my 50'X 120' garden and my 1 acre pond. The woods that I live in cannot be replaced.

If the day comes for you to purchase my property I will expect replacement value!

"Response

Alexander, James

2 - Alternatives

Comment

I'm against construction of the Mid-States Corridor. It is not needed and is a detriment to the community. Fix US 231 as there is already planning to do so.

Response

Meyer, Bill

2 - Alternatives

3.5 – Relocation Impacts

Comment

I feel this road is a TOTAL waste of money. The travel time that is saved by using the new route is NOT worth the expense of the project, not to mention all of the destruction of private property along the route. The funds would be better used by repairing existing roads. There are many roads in the state that are in need of repair and improvement.

Response

Adler, James

2 - Alternatives

Comment

A definition:

boondoggle

[boon-dog-uhl, -daw-guhl }

noun

a wasteful and worthless project undertaken for political, corporate, or personal gain, typically a government project funded by taxpayers:

Such is the nature of the Mid States Corridor project, a completely useless and wasteful scheme geared to be of material benefit to a minute number of persons at the expense of taxpayers, to the detriment of citizens living along the proposed paths, and destructive environmentally. No necessity for the project has been shown, and it should be summarily stopped as it is against the public good.

Response

Buchta, Abby

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

The impact of such a senseless road will be catastrophic to our communities and families forever. I oppose this tax payer funded road in any form. I feel that our existing roads have enough issues and adding another road will dig even deeper into the tax payers pockets. Talking with a surveying company they also stated this will only save 5 min on a drive to Indianapolis. Displacing families and long time farms in this community is horrible.

Response

Strieger-Winner, Carla

2 – Alternatives

3.23 – Karst Impacts

Comment

As a resident of southern Indiana and of Dubois County, I am opposed to the construction of the Mid-States Corridor as alternatives exist that do not include building of a large highway. I value the rural farmland and forests and also understand that improvements of existing roads are a better alternative. I do understand that Jasper has some congestive issues that they must deal with, but I know that miles and miles of new terrain highway are not the appropriate solution for this issue.

As a property owner and past resident of Orange County, I also want to state that I oppose not only Route P, but Route O and M as well. I am a member of the Indiana Karst Conservancy and sit on the board of directors for that non-profit. I am the volunteer property manager for the Orangeville Rise, and I do understand that Route O and Route M were not chosen as preferred, but I want to state how adamantly opposed I am to a highway such as this ever running through karst topography. And of course, the folks who live in this area appreciate their rural heritage and do not want a road running through this land. I wish to support them as well as the acres and acres of undeveloped Indiana landscape.

While reviewing the DEIS on the karst- something I know a bit about, I was disappointed in how little research was done and how it seemed that the karst features, caves and springs were very underestimated. It really makes me question the rest of the research done on other areas, including that of Route P.

Thank you for listening to my comments, and you have one Hoosier taxpayer that will leap with joy when this project is abandoned and a no build route with improvements to 231 is chosen instead.

Response

Voegel, David

2 – Alternatives

Comment

Is it really felt, by the majority of residents, that there is a need for another large highway. Eventually, we have to stop paving everything in the name of saving a few minutes of driving time. Whether the affected area is farm, wooded or recreational land, eventually there is not going to be enough. This is an unneeded waste of money.

Response

Wendholt, Abby

2 – Alternatives

Comment

My name is Abby Wendholt and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

We do not need this road! It will endanger our children hurt our small community and decrease our quality of life. This road will cost generations to lose their homes and livelihood. It is not worth it!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Meyer, Abigail

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

My name is Abigail Meyer and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

This road is taking homes and livelihood. This will negatively impact the county, farmland, agriculture, businesses, and families. We will lose tax dollars and revenue. The citizens of Dubois County do not want this road.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Keller, Keith

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

There are multiple reasons why the mid states corridor project should not move forward. I will discuss only a few from my viewpoint, which is consistent with the majority of citizens in our area.

First, the current proposed route will impact me and many others in modern county. This road impacts my day to day operations at my career. As a sheriff's deputy, this will produce many issues in regards to traffic crashes and issues with the existing roadways. there will be more crashes due to the unfamiliarity of the new roadway. These crashes will be difficult for first responders to get their due to roadway layouts both state and county. Additionally, many of the roadways currently in this area and in southern Indiana, maintained by state, are in fair to poor condition. The state cannot properly maintain the current roadways in its infrastructure. since this is the case, how will they maintain a brand new unneeded roadway?

Secondly, the client proposed route nearly impacts my residence and my family's home church for nearly 100 years. additionally, there are MANY friends and neighbors who are directly impacted either by their residents or their family farms. These farms do much more than support the owners and leaders that farm them. They support our communities, our state, and our country as a whole. this proposed route will impact some of the largest farming operations in Martin County. Our country is hurting enough the way it is, don't take our locally home-grown crops and farmland from us.

Finally, the economic impact this will have on Martin, Dubois, and Spencer counties. Bypassing these counties small communities will make a negative impact on these already struggling business owners. The cost of inflation and doing business is through the roof. These businesses are struggling and need the commuters as much as the locals. A road that is not needed, that bypasses these communities, will have nothing more than a negative impact. This is an addition to the issues it will cause environmentally and to the wildlife and nature itself.

THIS PROPOSED MID-STATES CORRIDOR PROJECT IS NOT NEEDED. MAINTAIN AND IMPROVE OUR CURRENT ROADWAYS.

Response

Anonymous

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am a business owner in Loogootee IN. My husband's family has been in business here since there were dirt roads. I have been employed with this business for 36 years.

I am against the Mid-State Corridor project for many reasons. It will destroy a lot a valuable and productive farmland, displace families and their homes, cause a lot of environmental damage and monumentally effect businesses in the Loogootee area. We know that this highway is for a few businesses in Jasper that are trying to improve their overall business. So, at the expense of my business and many other businesses the big guy wins, which is unfair and all too common.

I have not spoken to one person in our county that is for this. Why not go for the improvement of existing roads and highways? All this cost to save a few minutes of drive time to Indianapolis? Looking at portions of the study and discussing it with many people, far too many things do not add up. I also feel like with some of the known persons backing this, there is a conflict of interest. Persons from Dubois Co. in positions of power that will potentially have financial gain from this. Please put a stop to the Mid-State Corridor.

Response

Nowotarski, Carol

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I am appealing to you that you will log/record this info 'in the books' hoping he will be more logical and empathetic on this issue. Hank Menke (owner of OFS) talks of "sacrifice" towards this road (MSC) well, all of the following people that have written letters to the editor, signed petitions against MSC (7500 plus and again remember this was during a pandemic), attended numerous town halls (for info and to discuss and voice themselves against MSC) and counting are pleading/begging to stop this senseless project. There are so many more people against MSC whom haven't even spoken up for fear of losing their jobs/livelihood with these companies that are forging this thru! Also what about native relatives that look forward to visiting this peaceful southern IN heaven, especially during holidays- the terrain will be changed for the worse forever; possibly losing their hometowns, their childhood homes, relative farms, livestock, etc. As I suggested in my "2 mins; there are pre-existing footprints to use- DO NOT destroy new/unused land! please stop the midstates corridor I like many others want to enjoy what we have worked so long so diligently/selflessly to pass it along to our children and grandchildren! Yes, Mr. Menke WE SACRIFICED and now we want to ENJOY it. Please visit our farms and homes and neighborhoods! quote from judge Ruth B. Ginsburg "how to fight what you believe in right wait-PERSEVERANCE! But for one's community NOT just yourself!"

Response

Sandage, Aileen

3.4 – Economic Impacts

Comment

I AM OPPOSED TO THE MID-STATEE CORRIDOR:

My father lives in Loogootee and I grew up in Dubois County, the people of Dubois County do not want this road built! We need to repair the roads we have and stop bypassing towns that are already struggling economically, I have watched multiple businesses in loogootee close and others are struggling to stay open. We need traffic to come through town where drivers can support local businesses. The taxpayers don't want this and it will not benefit the community. Places like Jasper, huntingburg, Loogootee, Dale and other small towns are digging out because of new roads like this that bypass our communities.

Response

Keller, Amy

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

5 – Comparison of Alternatives

Comment

I am opposed to the Mid-States Corridor!

On April 15, 2022, the Courier/Press headline read "INDOT pick for Mid-States Corridor route could cause nearly 150 relocations". INDOT preferred the route for a more controversial Mid-State-Corridor through SW Indiana that would have a greater environment impact. Does that make sense? Who made the final decision and what criteria was used in the decision process? There would be too many people relocated, too much farmland lost, and too much negative impact on our wildlife & environment!

Route P Facts:

- 2497-3226 acres impacted
- Impact higher in every land use category (Forests/ Agriculture/Developed/Other?)
- 109-149 potential residence relocations, businesses and farms along this route (20 more options than B & C on the low end and 30-40 on the high end)
- Affects more protected species territory than options B & C

It's a sad state of affairs when a road is more important than the well-being of humans and the saving of the environment.

Say NO to the Mid-States-Corridor. Save our farms, our communities, our livelihoods, and the environment.

Response

Keller, Amy

3.4 – Economic Impacts

Comment

I am strongly opposed to the proposed Mid-States Corridor.

The economic development opportunities stated within the Mid-States Corridor study are all projections with no factual data for support.

Research shows that when highways bypass small and midsize communities, these places see a negative Impact especially for the local, small businesses. Instead of high paying jobs, the study reveals that gas stations, restaurants, hotels, etc. will abound, but will pay a much lower wage which doesn't meet the necessities of our local Individuals and families.

Dubois County is the economic center of the Mid-States Corridor study area with an already productive, local Industry that has a highly-skilled labor force. Only smart-focused economic development would bring higher paying jobs, and that would grow the local economy by tapping into existing assets such as: highly-skilled labor force, available land for development, strong manufacturing, inexpensive electrical power and affordable housing.

The Mid-States Corridor will not bring those high paying jobs nor will travelers or truck drivers stop to spend money in our area... but they will continue to travel around us, to their destination.

STOP THE MID-STATES CORRIDOR PROJECT, before it enters into the Tier 2 study. It is not needed!

Response

Donzer, Andrew

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Andrew Donzer how about you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

This highway will destroy the Jasper community. The mid-states corridor only saves 5 minutes to get to Indy. Jasper is a growing community and will end up like Dale if we go through with this. Another thing is how are we supposed to maintain this highway if we cannot maintain our highways and roads right now. Jasper will no longer be a great flourishing city when everyone bypasses right past us. Restaurants will be the first to go along with many of our great residents. Every resident here knows that the people in favor are the owners of a factory; Kimball meyers especially when these owners don't even live here or are redirecting the corridor to the opposite route where they do not live

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

McKeon, Andy

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I AM OPPOSED TO THE MID-STATSE CORRIDOR:

Do we know who is funding this project. I am against killing trees and animals.

Response

Recker, Angela

2 – Alternatives

3.3 – Social impact

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Angela Recker and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana.

I think it was a waste of taxpayers money. We have 231 now and if it was kept up better, that would be all we need. who will take on the new existing 231 and keep it in good shape? Will this hurt the stores in Huntingburg? What about bus routes for students? I think it's a shame to take the land from homeowners who have worked so hard to build a home on property that they call their own. There are plenty of roads to get to Indy.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Rahman, Angela

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR.

The proposed Mid-States Corridor Route P will displace approximately 150 homes, farms, and businesses, along with destroying approximately 735 acres of prime cropland, nearly 1850 acres of general farmland, nearly 950 acres of forestland, plus other trees that will be removed for the road.

The word "displace" should be, in all honesty, replaced with "DESTROY" in your Draft Environmental Impact Statement. That is the true impact the proposed corridor will have on the families, farms and businesses that lie in the path of destruction.

It will be an impossibility to replace the cropland that will be paved over or lost to "right of way". It will be impossible to replace the Hoosier Homestead farms that have been in families for 100 or more years.

The proposed road will desecrate existing profitable farms. Those farms produce food - for humans and for livestock- corn, soybeans, wheat, hay, alfalfa, beef, pork, poultry. It is extremely shortsighted to pave over our food supply. Productive cropland is a finite resource. It is NOT and unlimited commodity. Productive cropland is being lost every day to roads and other development. It makes no sense to pave over productive cropland to save 5 minutes on a trip from Jasper to Indianapolis.

Use the \$75 million already earmarked for improvements to the existing US 231 and abandon the proposed Mid-States Corridor. It is not needed, not wanted, and is way too destructive for the tiny, tiny benefit it's expected to provide.

Save the several-billion dollars this proposed corridor will cost. Use that money to repair and maintain our existing roads.

Be fiscally responsible to the citizens of Southern Indiana. STOP THE MID-STATES CORRIDOR PROJECT..

Response

Rahman, Angela

3.5 – Relocation Impact

3.9 – Air Quality Impacts

3.19 – Stream Impacts

3.24 – Agricultural Impacts

Comment

I OBJECT TO THE PROPOSED MID-STATES CORRIDOR.

I object to the senseless destruction of over 1800 acres of farmland, and over 700 acres of prime cropland. It might be different if there was a huge benefit "for the public good", but as described in the Draft Environmental Impact Statement, the primary benefit is a time savings of 5 minutes on a trip from Jasper to Indianapolis.

I'm sorry, but a 5-minute savings in travel time is NOT an adequate benefit to offset displacing 150 homes, farms, businesses and destroying the lives and livelihoods of Hoosier citizens.

Reporter Jon Webb of the Evansville Courier and Press interviewed Leigh Montano, an environmental engineer who was brought onto the project in 2020 to produce a draft environmental impact statement for the highway. Ms. Montano and her team were baffled why this project was even proceeding. To quote the article in the 5/22/22 Evansville Courier and Press, and reprinted in the 5/24/22 Dubois County Herald, "...the road's existence didn't make sense, she said. The Indiana Department of Transportation had just built Interstate 69 near the same area." "Every step of the way we looked at this, no one had confidence in this project," she said. "We're going to displace people, going to impact wetland and wildlife and agricultural fields. And for what?"

Why are we doing it?"

[\[https://www.yahoo.com/video/we-re-going-displace-people-person-101153937.html\]](https://www.yahoo.com/video/we-re-going-displace-people-person-101153937.html)

Exactly --- somebody gets it. This project doesn't make sense. According to Leigh Montano, "the negative impacts far outweigh the convenience". "...taking care of the farmland the road may pave over would do more for the economy than any highway, she said."

Farmers and productive farmland produce food to feed humans and livestock, and livestock feeds humans as well. Paving over productive farmland does not provide anything. Instead, creating new roads increases carbon dioxide emissions in the region. Paving over productive farmland removes plants, trees and grasses that convert carbon dioxide to oxygen. Southern Indiana has long been a "sacrifice zone", a dumping ground for air and water pollution, all to serve portions of the state from central to northern Indiana.

Please listen to the Hoosier constituents in our region. ABANDON THE MID-STATES CORRIDOR PROJECT.

Response

Robinson, Angela

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impact

3.24 – Agricultural Impacts

Comment

I STRONGLY OBJECT TO THE MID-STATES CORRIDOR:

Agribusiness and farming operations are essential to the economy of our region in Southern Indiana. The proposed mid-states corridor will destroy farming operations and will seriously damage the farm related Agribusinesses that depend on those farming operations. The DEIS shows that nearly 1,850 acres of farmland, plus nearly 750 of prime cropland will be destroyed- covered with asphalt and concrete.

At the April 28th public comment hearing at the Jasper Art Center, farmer David Ring pointed out that the DEIS shows the loss in agribusiness income estimated at \$1.5million. The DEIS study is flawed in that the economic impact on agriculture was based on a 2016 value- - SIX YEARS AGO. To quote Mr. Ring, “If you’ve paid any attention to agriculture, it’s probably doubled since 2016.”

Across the United States, farmland and prime cropland are being covered in roads, retail developments, housing developments and solar fields. That cropland is essential for the production of food to feed our citizens. To needlessly cover cropland in southern Indiana with asphalt and concrete, and remove thousands of acres for right of way, makes no sense. Especially when US 231 already exists as a north-South corridor through the region.

In addition to farmland, the study indicates that up to 150 homes, businesses and institutions will be “displaced” – a sanitary term that really means “destroyed”.

The Citizens that will be displaced, and the farmland that will be destroyed, will result in a loss of tax revenue for the state, county and townships. As a result, infrastructure will suffer, schools and libraries will suffer, For what benefit? To save heavy truckers 5 minutes on a trip from Jasper to Indianapolis? That makes no sense. Ed Cole and Dubois Strong’s estimates on economic development and growth are pipe dreams. The 11-year history of the 4-lane US 231 Spencer County PROVES that economic development will not happen.

The state of Indiana has already planned for improvement project on existing US 231 which will improve congestion in Huntingburg and Jasper, add left turn lanes, passing lanes and additional travel lanes. The project can be completed for an estimated \$75 to \$78 million price tag. Those improvements are already scheduled to start in 2022. To spend another \$1 to \$3 BILLION for a new-terrain corridor which will parallel the existing US 231 makes no sense.

Constructing a new-terrain US 231 will do nothing to relieve heavy truck traffic and in and through Jasper and Huntingburg. The trucks that travel in those cities are there because they are making deliveries to and from distribution facilities, manufacturing facilities and retailers in those cities. If BILLIONS of dollars are spent to construct a new-terrain US 231, that heavy truck traffic in and through Jasper and Huntingburg will still be there. This new US 231 MSC makes no sense.

ABANDON THE MID-STATES CORRIDOR PROJECT

Response

Knight, Barbara

2 - Alternatives

Comment

I am against the proposed Mid-States Corridor project

"Dodge The Pothole"

There's a new game in Indiana and it's become quite popular. It's called "Dodge the Pothole", and it can play havoc on a vehicle.

In 2018, a company named LV15 collected video footage of millions of miles of roads. The footage was fed into an algorithm that determined road quality. Indiana's roads scored the 3rd worst out of 37 states included in this study. The Indiana Department of Transportation spokesperson stated that all state-maintained roads are checked yearly with infra-red scans and repairs are made.

According to the American Society of Civil Engineering report 23% of Indiana roads are in poor condition. Motorists pay \$638/year in repair costs due to driving on roads needing repair AND, costs have increased.

In 2019, Indiana announced giving \$99 million infrastructure funding to improve roads and bridges. This is a continuous ordeal of repairing day after day due to the number of trucks and cars on our Indiana roads. It costs much more to build an entirely new road than to repair and add new lanes to any existing roadway.

Construction a two-lane, undivided road in a rural locale costs between \$2-\$3 million dollars per mile. In urban areas the cost is between \$3-\$5 million dollars per mile. To resurface a pre-existing 4-lane road it averages \$1.25 million dollars per mile.

Source: 93.1 FMWIBC, Indy's Mobile News, April 25, 2022 Source: Dubois County Free Press

So why aren't we resurfacing and repairing what already exists, instead of possibly spending well over \$1 billion dollars? It doesn't make sense. Ask the Governor to find the answer to that question... or perhaps ask Mark Messmer or Mike Braun!

AGAIN, I AM AGAINST BUILDING the MID-STATES CORRIDOR

Response

Huelsman, Betty

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

Why I am against the Mid-States Corridor:

My husband & I have raised our children here. We have lived here for nearly 54 years. We have an Odon address but are actually part of Martin County.

Martin County is an agri-business county, whereas Dubois county is a manufacturer's county. Having this corridor will disrupt and destroy prime farmland that has been in families for generations. To say nothing of the homes that will be lost. The housing market is poor in our county so where are people supposed to go? To other counties? To other states?

How is it possible for two counties to decide on building a new road into and through another county that has had no representation or input from the citizens of our county. The RG? Has no members on their board that are from Martin County.

My proposal would be for the manufacturers of Dubois County to send their trucks to 1-64, just a few miles south, and travel west to 1-69. Problem solved without having to spend billions of dollars on a new road that will save five minutes on their travel time to I-69 using the Corridor. It is ludicrous that this supposed Corridor will be approximately ten miles, or less, to the east of I-69. Does that truly make sense to anyone????

We also have a large Amish population in our area. Their travel on Hwy 231 is hazardous at best. In having to cross a busier highway will cause grave hardships for them getting into town by horse & buggy. They use Loogootee's banks, groceries and other businesses which they do not have in the Amish community.

Please, please listen to the citizens of Martin County---we do NOT want a corridor to divide our county and our properties that will not benefit but negate any growth and development for our county.

Response

Schuetter, Brenda

2 – Alternatives

3.2 – Land Use Impacts

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.13 – Cultural Resource Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

Being a long-term resident of Dubois County, and paying my fair share of taxes, I'm opposed to spending any more tax dollars for any further studies or for the Mid-States corridor advancement. I would support improvements to Hwy 231 that Governor Holcomb has already delegated funds for, which would meet the needs of the majority.

In today's strained economy, we have inflation costs that are outrageous, gas price hikes, taxes that will raise with all the federal govt handouts, and financial strains across the board for the middle- and lower-class people. This study shows minimal gains for the trucking industry, and businesses that are financially supporting this study for their own personal gains. It is ridiculous that almost 7 million dollars has been spent on this project thus far. This money in my opinion has been wasted! Any further money spent is financially irresponsible!

ODOT (Ohio) canceled study of one of their highways, and in it, it reads "A 1 million feasible study, half funded by ODOT and one-quarter each by the Toledo metropolitan area council of government and the mid-Ohio regional Planning Commission, looked at Five freeway options as well as converting existing US 23 to a freeway. But ODOT decided earlier this month that, based on preliminary findings, that none of those six alternatives would reduce the Toledo-Columbus travel time by no more than 13 minutes and that all would cost well over \$1 billion, further work on the "Route 23 connect" study should be cancelled." (EBlade, May 25, 2022)

Your mid states corridor tier one study was nearly \$7 million dollars with one of the core goals of the travel time saved, with a trip from Jasper to Indianapolis will only save 2-5 minutes. Wake up INDOT and do the same thing for the mid-states corridor study! Cancel!

Route P is the second longest route, and will cost 735 million dollars to 1,052 billion dollars, (3rd highest cost) with 2,497-3,226 acres for new right of ways (3rd highest). These costs include only construction costs and exclude additional costs such as right of ways, relocations, design, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add another 2 billion dollars on top of this. Compare this cost to the minimal travel time gained and so called connectivity and the cost does not outweigh the minimal gain!

Mid-States Tier 1 DEIS Comment

Page 2 of 2

This is fiscal waste of money to build a new road! The upgrades to Hwy 231 should be enough, so improve that roadway and widen it! Impacts to the environment are not warranted for proposed improvements. Other negative impacts of this nonsense include 1) lost farm ground for food and proteins to sustainability, 2) environmental changes that this unique beautiful southern part of the state will lose, 3 and 4) loss and wetlands, and forests, 5) increased pollution, 6 and 7) drug and sex trafficking, 8 and 9) decreased water and soil quality, 10+) homes, and businesses, and even National Historic homes will be destroyed, and legacies lost. I vehemently oppose any new terrain!

DO NOT BUILD THE MID-STATES CORRIDOR.

Response

Hamilton, Beverly

2 - Alternatives

Comment

My name is Beverly Hamilton and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Please leave our beautiful county alone, we love our home here. Those from Dubois County proposing this corridor apparently have no regard our care, this will change the lives forever here. this is beyond sad.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

McCain, Blake

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Blake McCain and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

There is no need for a road to cross peoples land and destroy homes and livelihood to make a few people richer. The state of Indiana can't maintain the roads that are already built. The farm I grew up on will be turned into a highway that isn't needed, and that doesn't sit well.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wendholt, Brad

2 - Alternatives

3.4 – Economic Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

My main concern is what are the cities impact by this going to deal with The numerous fuel stations that will go under with all the reduce traffic. The shell station and marathon station all went under and the lots are still undeveloped. The route chosen takes traffic too far out of town to the east. The West route would have gotten the most traffic with most schools and businesses in the area on the West side of towns. Regardless, the amount of traffic that's on 231 currently does not warrant the four lane highway. The J turns are a waste in Dale you have to turn in the wrong direction for a half a mile just to go the direction you want to go. It is inefficient maintenance and costs to repair and remove snow and such. Taxpayers will be forced to pay it for a total of 6 lanes versus the current two.

Response

Breitwieser, JoAn

3.24 – Agricultural Impacts

Comment

As a resident of Dubois County and a 40-year employee of Wabash Valley Produce, Inc., I am writing in strong opposition to the Mid-States Corridor project.

This project will be detrimental to agriculture and our rural communities. The significant impacts the route will have on our farmland can be read in the projects own Draft Environmental Impact Statement. It will greatly impact row agriculture and has an estimated loss of agricultural income of \$977,000-\$1,426,000.

As an egg producing/agricultural industry Wabash Valley Produce employs nearly 300 people in Dubois County alone. Our egg products are sent to divisions in both Illinois and Ohio which employ another 200 people for further processing, and to our customers nationwide. The farm ground slated to be in the path of this project is essential for producing the corn and wheat that we need to feed our poultry and produce the eggs that end up feeding people in a wide variety of products across the nation.

I fully comprehend how vital Indiana's roads and transportation are to Hoosiers for travel and recreation, however, the harm this project will cause to our farmland and rural communities outweighs the potential benefits.

Thank you for your consideration.

Response

Uebelhor, Brooke

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Brooke Uebelhor and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I'm running against this project. I have been a local resident since I was a child. We moved away for a few short years when my daughter was small. I currently live on the North End of town. We moved back to town to have the home our daughter deserved. This corridor will maybe save 5 to 12 minutes of travel for millions of dollars. It will not only cause extra traffic around town, but it won't likely bring any new businesses through it. It will be changing the landscape from many families and individuals. You have places like the Schnitz and Sultan's Run that will likely move from town due to the property being cut through. For local homeowners in the area, we are people. we have families. We love where we live. Purchased our home because it was quiet and peaceful when we bought our home. We currently have quite and easy access to town. Amazon has a click away, so if it's hard to get to town people may not shop local.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Hupp, Bruce

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am writing to state that I am opposed to the mid states corridor and only support the planned \$75 million improvements to US 231.

This project is a waste and abuse of taxpayer money. Politicians cannot have their cake and eat it too when it comes to becoming a greener state supporting climate change will also have accounted for mayor infrastructure projects like this road which will contribute to greenhouse emissions and destroyed farmland and forests. Other states recognize that continuing to push road projects is outdated and that the culture of funding federal and state improvement projects needs to change.

People come to this area or return after being gone because Dubois and Martin counties are not overly developed and commercialized. This area is beautiful with its serene, peaceful and country setting. This road will impact up to 149 residents and businesses located in this amazing rural area. Most likely some or the majority of these people will have to relocate beyond Dubois and Martin counties because they won't be able to find similarly situated properties due to the housing shortage. Most of the displacements include those with nice sized lots or multiple acres. Even if land was readily available which it is not, the cost to build new would be too expensive for most.

Charleston, IN area is a prime example of what happens when big businesses moves into a rural area and then developers eagerly follow and destroy even more land to build cookie cutter neighborhoods with new 1500 sq ft homes on 1/4 acre lots for \$350,000 or more. No, this area does not want that!

Our local and state elected officials, IN Department of Transportation, and the mid states corridor project Office needs to hear the voice of the Hoosiers in this area and cease and desist on this road. This area has never supported a new road over the many attempts and iterations and on minds haven't changed. We are a fiscally Responsible area and we demand smarter and better ways to spend our taxpayer dollars.

Stop the Mid-States corridor!

Response

Jones, Burton

2 – Alternatives

Comment

Mid-States Project Office

With modest benefit this project is very damaging.

The area is familiar to me.

Please work with intelligence and foresight toward the discovery of better alternatives.

Response

Vogle, Carol

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Carl Vogle and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up. Too many cons versus pros. Too many displaced people for the benefits necessary. This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Keller, Carol

2 - Alternatives

Comment

INDOT is making record investments to preserve and maintain Indiana's roads, bridges, and infrastructure. INDOT's priorities reflect the concerns of Indiana taxpayers who when surveyed stated that repairing and maintaining existing highways and bridges- taking care of what we have-are the most critical items for INDOT. It also represents the best use of tax payer dollars.

INDOT manages and maintains more than 11,200 centerline miles (over 29,600 lane miles) of interstate highways, US highways, or state routes in Indiana plus owns and maintains more than 5,700 bridges. A lane of highway can cost more than \$12 million to build. Indiana has over 202,707 total lane miles. More than 90% of INDOT's pavement is rated in fair or better condition.

In Fiscal Years 2012-2018, INDOT invested \$3.19 billion to rehabilitate, replace, resurface, or patch Indiana highways and bridges. In 2019-2022, INDOT plans to invest

\$3.6 billion on pavement and bridge preservation and \$1 billion for local road and bridge maintenance.

(Check the INDOT website for more interesting facts.)

Will taxes increase for future maintenance, road repairs, safety patrol, and eliminating pollution, litter, etc.? We DON'T really "need" another road. We should just we repair our existing roads at a fraction of cost. This proposed 54-mile Mid-States-Corridor will cost between \$750 million to over \$1 billion at today's dollars for very little time travel savings and very little return!.

SAY NO TO THE MID-STATES-CORRIDOR.

Response

Keller, Carol

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I am adamantly opposed to the Mid-States Corridor. Just repair and improve the existing US 231 in our area.

It's our duty as Americans to stand up and be counted when decisions that affect all of us need to be made.

Many citizens are finding their voice in opposition to INDOT's Mid-States Corridor and are standing tall to share views. Signs are in yards, letters to the editor are in the news, communication with some politicians is finally happening, and people are sharing information with each other regarding the Mid-States Corridor. But most of all, we are holding our government accountable to its citizens. This is what makes a democracy strong.

Say NO to the Mid-States-Corridor! I am exercising my right as a citizen in the United States of America.

Response

Stizman, Carrie

2 – Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

My name is Carrie Sitzman and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Family owned farms are important to our local economy. We do not need another road splitting our precious farmland from its owner. Also, people have worked hard to bring tourism to this area, including Jasper and Huntingburg. This road will bypass these towns and potentially have a negative impact.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Wenkam, Casandra

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Casandra Wenkam. I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

First off, too many farmers are losing important land. Second, this road is unnecessary considering we have interstates and highways already in place that are just as useful. It is also dangerous for the locals.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Giesler, Chad

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Chad Giesler. I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I think we are not looking at all the advances in technology that will help to offset the need of the new road.

-self driving vehicles

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Giesler, Chad

2 – Alternatives

Comment

My name is Chad Giesler and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

What studies of technology advancement are being done to offset the need for the road?

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Krampe, Chad

2 – Alternatives

Comment

I VEHEMENTLY OPPOSE THE MID-STATES CORRIDOR.

The proposed Mid-States Corridor is a horrible investment. The projected initial cost is \$1.05 Billion. That cost estimate does not include the costs for land acquisitions and other unplanned costs. And that cost estimate does not take into consideration the effects of the unprecedented inflation burdening our country today.

The multi-BILLIONS this new-terrain corridor will cost Hoosier taxpayers is a total waste of money. The State of Indiana is already planning a \$75 million project that will improve the existing US 231. That project is already planned to reduce congestion around Huntingburg and Jasper, and improve safety by improving intersections, adding additional travel lanes, passing lanes and left-turn lanes. Improved travel time will also result from those changes.

A new-terrain corridor will result in additional costs for repairs and maintenance of driving surfaces, police patrols, winter snow/ice removal, repair and maintenance of overpasses and bridges. Because of the higher speeds (65, 70 and up, regardless of posted speed limits), there will be a need for more emergency services and helicopter transportation for life-threatening injuries.

Instead of spending multiple BILLIONS of taxpayer money for a new corridor, and destroying our rural landscape in the process, improvements can be made to the existing US 231 at a fraction of the cost.

Be fiscally responsible to the citizens of Southern Indiana. STOP THE MID-STATES CORRIDOR PROJECT.

Response

Krampe, Chad

2 – Alternatives

Comment

I am STRONGLY OPPOSED to the Mid-States Corridor.

The road was promoted as relieving congestion as one of the supposed benefits. It will do the exact opposite. If there will be an inflow of economic development (and that's a big IF), there will be additional traffic as a byproduct. It's very unlikely, though, that there will be much economic development. For proof, look at the new I-69 through Southwestern Indiana, as well as the 4-lane divided US 231 in Spencer County from I-64 south to the Ohio River which opened to traffic in 2011. Economic development along those two corridors is non-existent.

If the Mid-States Corridor is constructed, traffic congestion will be CREATED where there currently is none. Because the proposed new-terrain US 231 will have restricted access, more traffic than ever will be re-directed to already busy state roads in the region so that people can find a way to cross the new road.

Crossing the proposed divided highway will probably be via J-tums, which will bottleneck and delay the traffic on those other state roads.

The study failed to take into consideration the traffic congestion that the new proposed road will CAUSE at those intersections. Therein lies a conundrum. The proponents of the road could claim traffic will be light enough on the new road to allow crossing traffic to safely enter the new US 231, cross two lanes of traffic to enter the special left tum lane, make a U-tum, then gain enough speed to cross two more lanes of traffic again to get into a right tum lane, before finally being able to continue in the direction they had been headed. But then, if traffic will be LIGHT ENOUGH for all that to happen safely, then traffic will be TOO LIGHT to support the need for a new-terrain highway. The proponents of the road can't have it both ways! That's illogical! If traffic will become heavier on a new-terrain US 231, delays crossing the road will become longer. It's simple cause and effect.

There is already a 75-million-dollar INDOT project that was announced on June 11, 2021, to start later in 2022, which will address improvements to existing US 231. Those improvements are aimed at relieving any congestion issues in Huntingburg and Jasper, along with creating additional travel lanes and passing lanes where possible to make travel along the existing US 231 faster and safer.

That 75-million-dollar project, along with improved traffic engineering and designed truck routes using existing roads, completely negates the need for a new-terrain US 231.

STOP THE MID-STATES CORRIDOR PROJECT. Put this misguided project to rest once and for all..

Response

Seng, Charles and Doris

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

We are very much opposed to the mid states corridor. We don't want families to lose their homes, farmers to lose their land. Please work on a better solution.

Response

Guy, Charles

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

The proposed Mid-States Corridor is not needed or wanted.

Listed below are a few of the reason why.

1. It will destroy family farms
2. It will take away homes and businesses
3. It will cause problems for our Amish neighbors attempting to travel to Loogootee
4. It will increase accidents in the Davies/Martin County area
5. It will have a negative impact on Loogootee merchants
6. It will take money from Martin County's are ready meager tax base
7. It is financially irresponsible
8. corridor taking care of existing highways
9. it is only wanted by a few politicians and businessmen, who stand to benefit from its construction.

It is not needed or wanted by the majority of taxpayers!!!

Response

Schwenk, Chase

2 - Alternatives

Comment

My name is Chase Schwenk and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Why build a new road or make can't take care of the roads we have now. Don't make much sense to make new roads when the state can't take care of any highway we have now. Waste of money. There's no need to ruin people's homes and farmland for something that is completely unnecessary.?

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Brand, Chelsea

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Chelsea Brand I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

This would destroy so many houses and essential farmland. We do not need this road.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Berg, Chris

2 – Alternatives

Comment

My name is Chris Berg and I am **against** the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

We also don't want our local money used for the tier two study. Our family is against this corridor.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Woods, Chris

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Chris Woods I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

The people of Loogootee and Martin County do not want this road, everyone knows it's only being pushed through to the pockets of just a few Dubois County fat cats like Mike Braun.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Taylor, Clyde

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Clyde Taylor and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

We don't need a new highway need to fix the ones we have.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Atkins, Craig

2 – Alternatives

3.24 – Agricultural Impacts

Comment

My name is Craig Atkins and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Fix 231! The mid states corridor is nothing more than greedy politicians and big business owners trying to their pockets. 12 years active duty military I have never vacationed or took leave any other place then southern Indiana, I was raised here and come from a family of farmers. I will not stand for government running or pushing farms off their property, to build a useless worthless road!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Smith, Curt

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.10 – Noise Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

Concerns

-Traffic Noise (added)

-Safety at each intersection from each county road entering and exiting new 231

-Property values possibly going down because of new corridor

-homes and people being displaced

-Possible tax increases.

Response

James, Curtis

3.5 – Relocation Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I purchased land 22 years ago. I built my home on it 18 years ago. I thought I purchased the perfect spot to build a home and it has been unless they put this road through. It will affect everyone around my area where I live. This has been going on for several years. I just want to keep my land highway free.

Response

Buechler, Daniel

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

My name is Daniel Buechler and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

I feel very strongly about the corridor and why I am against it. It will not only depreciate the value of my home along with many others, I feel the only people who want it are already filthy rich and it has no benefit for me and my family. I feel it will not only take away my farmland and peoples home but I believe crime will increase in the area. I don't understand it and I totally disagree with the idea. it benefits no one but the already wealthy.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Dooley, Danielle

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Why do you want to put concrete over all of God's precious earth. Why can't you work on Hwy 231. All the money you have spent finding a new route, why can't 231 be a 4 lane highway. Other states build highways over cities why can't Indiana. All you want to do is take our livelihood away from our people. How many people have lost the precious farms and homes because of what the government wants to do.

Just look where we're at, all the shootings, although evil that is going on. We wouldn't have that if all the small farms and homes hadn't been taken away from families. You're doing exactly what Satan wants you to do. Destroying the family. Satan told you he was going to destroy his church and families. Jesus asked him how long will it take. Satan said about 100 years. This is where we're at. If Some people would love their homes in town if wouldn't be near is bad as losing precious farmland. It's time to care about the American people.

Response

Barrett, Danny

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Danny Barrett and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

We have enough roads take care of them.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Frick, David

2 – Alternatives

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE Mid-States CORRIDOR:

We don't need parallel highways going to the same place. Keep the farmland. Quit wasting tax dollars!

Response

Pund, David

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is David Pund and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

Don't like the fact that the study already performed was paid for with tax money from local cities as well as private entities. Sounds like Indiana oligarchs are buying what suits them, not what serves the people of this region, only through changes like this went on in authorization-controlled countries.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Boeglin, Doris

2 – Alternatives

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I AM VEHEMENTLY OPPOSED TO THE Mid-States CORRIDOR:

Southern Indiana, especially the Spencer, Dubois, and Martin County region, is blessed with beautiful, world landscape secular people to this area.

Some of the same people who now sit on the Mid-States corridor regional development authority also belong to the Indiana uplands regional opportunity initiatives steering committee - - Mark Schroeder, chairman of the Mid-States Corridor RDA; Bill Kaiser, legal counsel of the Mid-States Corridor; Matt Weinzapfel, representative of Jasper engines (a significant private donor to the mid states RDA).

it's ironic that the Indiana uplands ROI steering committee on 11/25/14 began their introductory statement with:

“A message from sterling committee, November 25th, 2014

Rich with culture and physical amenities as varied and unique as a 48 cities and towns that compromise our 11 counties and 4,499 square miles, Southwest Central Indiana has long been known as an Oasis of lakes, forests and wildlife in a state famous for its farming and agriculture. Home to one of America's oldest artist colonies, its largest State Park, and what has often been known as the eighth wonder of the world, we are proud to have attracted visitors, vacationers and guests from around the world seeking out the beauty and serenity in her natural resources, the draw of artists and entertainment, and the energy of many recreational and athletic venues and events.”

Those very same people who recognize that people are drawn to our area for our rural amenities, and the “beauty and serenity of our natural resources”, are now trying to destroy the very rural amenities that are so important to our area.

We do not need a new-terrain US 231 through Dubois and Martin counties. People come to this area for the rural landscape, the peace and serenity of farms and rolling hills that are NOT covered by asphalt and concrete. We want people to come here because they WANT to come here and will find the appropriate EXISTING roads to get here. We don't want people to come through here simply because they are traveling from Nashville to Indianapolis and bypass all the things that makes this area appealing.

The state of Indiana is already preparing to begin a project in 2022 that will improve the EXISTING US 231 through Dubois and Martin counties. That project is expected to cost between \$75 and \$85 million dollars and is aimed at relieving congestion in Huntingburg and Jasper, improving safety and travel time by improving intersections, adding travel lanes, passing lanes and left turn lanes. We do NOT Need to spend multi billions to build a new terrain US 231 through our beautiful Dubois and Martin counties.

This area of the state has done very well without a major, unsightly road plowing right up through the center of it. Bill Kaiser, legal counsel of the Midstates regional development authority, made a

Mid-States Tier 1 DEIS Comment

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presentation to the Huntingburg common council on February 2022 to bring them up to date on the progress of the project. In doing so, he inadvertently admitted that the MCS is NOT NEEDED for this area to prosper. The February 23, 2022 article on the Dubois county Free Press website quoted Mr. Kaiser:

“While pointing out the importance of the improved north to South connection, Kaiser said that the state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County – in excess of \$4 billion annually - with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four lane north to South highway, Kaiser and Schroeder told the council.”

Proponents on the MSC point to a hope that a New Terrain corridor will relieve the heavy truck traffic through Jasper and Huntingburg. They fail to realize that the heavy truck traffic traveling the roads and streets in Jasper and Huntingburg are there because they are DELIVERING TO AND FROM THE FACILITIES IN THOSE CITIES – manufactures, Retailers, distribution warehouses, THAT WILL NOT CHANGE. Heavy trucks that don't have facilities in this area as a target destination are already using I-69, I64 and I-65. They don't come through Dubois and Martin counties to get to Indianapolis or Nashville. I-69, I64 and I-65 already exist for just that purpose. We don't need to build another road that will destroy our beautiful, serene, rural community just so heavy trucks have another route that they might use instead of the interstates that already exist.

Once covered with asphalt and concrete, our rural landscape, farmlands, croplands, and forests will never again produce FOOD for our people; never again convert carbon dioxide to OXYGEN, vital for our existence; will never again offer the peace and serenity vital for the residents quality of life.

Be wise stewards of the Hoosier taxpayers money. DO NOT BUILD THE MID-STATES CORRIDOR. This project should die and be buried forever.

Response

Meyer, Donald

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Donald Meyer and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

Hope the road takes your home whoever is for the road.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Hanselman, Donna

3.5 – Relocation Impacts

Comment

Our home is in jeopardy if this highway goes through. My husband and I have paid and still pay (taxes) for this land. We built our home, built our life and raise our family here. Retirement is nearing. This is what we are dealing with!? this is so upsetting and gut wrenching but mostly 100% unnecessary! I am sure you have heard every reason to stop this and why I am hoping and praying the right thing is accomplished for the most people involved. God Bless!

Response

Krampe, Donna

2 - Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

I OBJECT to the proposed Mid-States Corridor.

This proposed new-terrain US 231 will make travel throughout our Dubois County region more dangerous. We will no longer be able to travel the county roads we are accustomed to using to get to and from work, to and from shopping areas, to and from medical facilities, and to and from our churches.

FIRE AND MEDICAL SERVICES WILL BE DELAYED GETTING TO AREA RESIDENTS IN EMERGENCIES.

We will be forced to drive miles out of our way to get to a state road that will cross the new road. And that new road will cross nearly all of the major roads in our region.

Want to take the St. Henry Road (CR I000S) to travel between existing US 231 and Ferdinand? Sorry. That road will probably be dead-ended.

Want to take Ferdinand Road NW to travel between Huntingburg and Ferdinand? Sorry. That road will probably be dead-ended. Want to take CR 200W to travel between Ferdinand and Huntingburg? Sorry. That road will probably be dead-ended.

Want to take SR 64 to travel between Huntingburg and Bretzville? Sorry. That road will probably intersect the new road with a frustrating J-turn, causing delays.

Want to take any of the myriad county roads in the area directly south of Jasper? Sorry. Those roads will all probably be dead-ended.

Want to take BR.162 to travel between Jasper and Bretzville? Sorry. Another J-turn, more delays and backlogs.

Want to take the Schnellville Road to travel between Jasper and Schnellville/Birdseye? Sorry. Will probably be dead-ended.

Want to take SR 164 to travel between Jasper and Celestine/Patoka Lake? Sorry. Probably another J-turn. Won't that be fun dragging your campers and boats through a dangerous J-turn?

Want to take the Jasper-Dubois Road? Nope. Probably dead-ended.

Want to take SR 56 to Dubois, to French Lick? You guessed it, another J-turn.

The many county roads to the northeast of Jasper will probably all be dead-ended - 190N, 300N, 400N, 500N, 600N, you get the idea.

Mid-States Tier 1 DEIS Comment

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I'll bet it was really tricky to align the new road to miss the million-dollar homes east of Jasper, while gingerly picking your way through modestly-priced homes and farms, to wipe them out instead.

Use the pledged \$75million that has been earmarked for improvements to existing US 231 to achieve the goals of reduced congestion, safety and reduced travel time.

STOP THE MID-STATES CORRIDOR. Make wiser use of taxpayer money. Fix the existing roads. No new-terrain road.

Response

Nowotarski, Mark

1 – Purpose and Need

2 – Alternative

3.5 – Relocation Impacts

7 – Comments, Coordination and Public Involvement

Comment

RE: Mid-States Corridor Project - Homes

My name is Mark Nowotarski, and I am against building the Mid-States Corridor for many legitimate reasons but destroying homes, lives, and families is just intolerable and inconceivable. In case you do not have the opportunity to read the letter to the editor I recently wrote, I would like to share it with you, so it officially gets documented. Here it is -

Mid-States Corridor Will Destroy More Than Homes

I took some time this past weekend to visit several of the homes and owners on N 190, Jasper Dubois Road, and Meridian Road whose homes would be taken if this proposed highway goes through. It is a crime! These are homes where families have worked hard to build a life, and to raise a family in a peaceful, serene country setting. Many of them have postcard views of the rolling hills, trees, and farmland. Stunning vistas that could be taken away because of a few high-powered people wanting this highway. I heard stories of when they built their homes and how over the years they shared the land so their children could build their homes. I heard stories of several generations of landowners, the memories, the sacrifices their grandparents made to make sure their children would have a better life. It was gut wrenching to hear the pain in their voices as they shared their stories. Many of the people I talked to have no clue where they will go since they will never be able to find a comparable place with what is irreplaceable to them.

I must ask, has anyone doing the study who worked on the various routes along with the recommended route personally visited these families, seen their homes, and see what they will destroy? Have any of the politicians who want this highway and those council members who voted to fund this study visited and talked to these families? How about the business advocates for this highway whose homes or businesses are not in the path? I don't think so. This project is destroying more than homes. It is destroying lives; it is destroying families. I don't care if the home is worth \$100,000 or \$1 million. Each one has a story, each owner has pride in the work they have done to make their house a home, and each owner is angry.

Stop this nonsense of a project and work on smarter solutions that won't destroy people's lives.

These homeowners are Hoosier who have built their homes and lives in Dubois County for everything it has to offer, and they don't want it destroyed by an unnecessary highway.

Response

Nowotarski, Mark

3.3 – Social Impacts

Comment

RE: Mid-States Corridor Project - Drug and Human Trafficking

To date I have written several comment letters about my issues against the Mid-States Corridor and the misleading information within the DEIS. My name is Mark Nowotarski and I want to share some disturbing information that you won't find in the Tier 1 Study. Over the course of the past few weeks, I have had the opportunity to talk to a few law enforcement officers about this potential highway, what they thought of it, and what I learned was shocking! I was expecting to hear things like they will need added patrol or a concern about accidents, but I didn't hear any of that. What I heard was they are very concerned about the increase in both drug trafficking and human trafficking and the affect it will have on the communities here along the highway. Drugs and human trafficking are already a major issue that continues to get worse. Let me share with you what I learned.

Major drug traffic typical starts south at the border, goes into the Texas metro areas then routed to Atlanta which has an interstate system that leads to almost every state. From there the drugs get to Nashville, Louisville, Indianapolis, Chicago, and Detroit. And what is happening out of Louisville because of the toll section they put in is more drugs are being routed through Owensboro. Building the Mid-States Corridor highway will give drug traffickers another easy route and Jasper, being a convenient midway point to key destinations, will be an ideal stop area with lodging, restaurants, and convenient infrastructure. Doing other research, I also learned that the Kentucky District Attorney had designated the 1-64 and 231 route that connects Owensboro with Louisville is now a major drug corridor. But it is not just the drug traffic from the south. You can reverse these trafficking routes from Canada.

Now let's talk about human trafficking. Were you aware that human trafficking is the number one most lucrative business in the world over drugs? And it is not just happening in large cities. Can you guess what routes are convenient for human trafficking? Yes, these same highways.

We all know we are not going to solve the trafficking issues by not building this highway, but why make it easier for trafficking by building them another convenient highway. One that will create havoc on our communities and create additional burden on our law enforcement agencies when they have enough challenges every day. It just doesn't make sense. Has the study group met with the various law enforcement departments to ask about this critically important issue? It sure doesn't seem like it when I read through the entire DEIS.

Response

Nowotarski, Mark

0 - Summary

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

RE: Mid-States Corridor Project- Final Inputs

I, Mark Nowotarski am adamantly AGAINST the Mid-States Corridor. My final concerns and issues do not pertain to any of the specifics in the DEIS. These are an overview of this project and everything wrong with it.

RESPECT

I researched articles on writing public comments and one of the tips that struck me odd was to be respectful. Over the course of the last couple years trying to get meetings to share my concerns and not having much luck, how can I be respectful when this entire process and the way it was started did not show any respect to us residents?

GREED

It's not about me. It's about our future, the next generation and the next. Yes, my home will come close to the proposed bypass section on the east side of Jasper, but it won't be taken away like so many others. What it will do is devalue my home and property and hundreds of others. But the businessmen and their political puppets driving this project don't care, as long as they get what they want. It is called GREED.

What we have here in Southern Indiana is an amazing and unique area with rolling hills, scenic landscape, outdoor adventure, and vibrant small towns. It is everything that gets promoted, everything the homeowners, farmers, entrepreneurs, and small business owners love and care about. Smart, sustainable economic growth without creating financial burden to the towns and counties is what we need to do. Building a new highway won't bring in this kind of economic growth.

It's not about me, my neighbors who will lose their homes, the farmers who will lose their land and livelihood, or the small business owners that work hard everyday and are the fabric of this special region. No, all it is, is about a few wealthy businesspeople and their political allies that continue to push for a highway that will save a minimal amount of time for their trucks traveling to their destinations. It is not about "perceived" congestion or safety. It is simply greed. And if INDOT, the Governor, and the Federal Highway Administration does not see that, you are part of the problem, not the solution.

CONFLICT

There is a conflict of interest for this project that should have never been allowed.

The politicians who sponsored and passed the Senate Bill 128 in 2017 to establish an RDA was all about self-interest and selfish business benefits. If this did not happen there would have never been a new study. After all, there were five other studies done for the region and all were shot down due to economic or environmental issues. Mike Braun (Meyer Distributing), Mark Messmer (Messmer

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Mechanical), Hank Menke (OFS), the Koch family (Holiday World), the Cook Group (French Lick Casino and Resort).

Doug Bawel (Jasper Engines), Ken Mulzer (Mulzer Crushed Stone) and a few others are using their wealth and political connections to try to push this through. Then there is the money that was raised through the RDA for funding the study. Several of the private donors opted not to share their names and contribution with the public. Apparently, this is legal but how do we know whether any of these companies who donated won't benefit by getting a contract to do business in the construction of this highway. It is a potential conflict and needs to be examined.

LISTEN

To the Lochmueller Group, INDOT, the Governor, the Federal Highway Administration, and all the politicians that think the Mid-States Corridor is needed, you really are not listening to the people of Southwest Indiana. We live here and have moved here for what Southern Indiana has to offer - friendly, quiet, clean communities, rolling hills, forests, lakes, farmland, trails to hike and bike and for other outdoor recreation. Not more highways destroying our environment, and our vibrant communities. All you are focused on is another new terrain highway to satisfy the wants of a few. IT IS WRONG! Have you even looked at the hundreds of letters to the editor opposed to this project, or the letters written to INDOT and the Governor? Have you seen the over 7,500 signatures opposed to this project?

It is simple common sense. Make the improvements to the existing US 231 and improvements to other existing routes that can be designated as truck routes and then focus everyone's energy on smart, sustainable, economic growth.

Response

Roesner, Donna

2 - Alternatives

Comment

My name is Donna Roesner and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Don't spend any more of our money on the tier two study it is not needed. Do not accept any money from local businesses either! We are done with this road (Mid-States Corridor) improve the roads we have!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Stemle, Donna

2 – Alternatives

3.5 – Relocation Impacts

3.25 – Ecosystem Impacts

Comment

My name is Donna Stemle and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

I do not want the mid states corridor project. please do not spend any more tax money on this project. It will affect wildlife, homes families and so much more.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Osborne, Dwayne

2 - Alternatives

3.7 – Traffic Impacts

Comment

I am STRONGLY opposed to the construction of the proposed Mid-States Corridor. Originally this project was promoted to save travel time, improve safety, and relieve congestion on the existing US 231 through Dubois County.

When studies showed the congestion and safety issues did not exist at the level that would warrant a new road, the focus shifted to a savings in travel time. Overall, the time saved by the proposed Route P will be only 2 to 5 minutes from Jasper to Indianapolis. Those 2 to 5 minutes that will be saved for the few who choose to drive US 231 to Indianapolis by connecting to 1-69 at Crane, will be far exceeded by the loss of time EVERY DAY by thousands of Dubois Countians and others who need to travel to and from the northeastern, eastern and southeastern portions of the county to and from Jasper, Huntingburg, Ferdinand and beyond for work, for shopping, for medical services, for schools and school activities, cultural events, and on and on.

The proposed Route P will cross nearly ALL of the heavily traveled corridors in Dubois County - State Roads 64, 162, 164, 56, the Schnellville Road, the Jasper-Dubois Road. In addition, many county roads will be dead-ended, forcing Dubois Countians and others to travel miles out of their way to connect with another state road that will allow them to cross a new US 231 --- EVERY DAY!! Talk about a waste of time!

This huge waste of time is diametrically opposed to the supposed "time-savings benefit" of a new-terrain corridor. On June 11, 2021 Governor Holcomb pledged \$75 million of taxpayer funds to improve the existing US 231 in Martin and Dubois counties to include added travel lanes, passing lanes and intersection improvements. As reported, the \$75 million pledge is completely separate from the proposed Mid-States Corridor. Quoting a June 11, 2021 article in the Southern Indiana Business Report announcing the \$75 million for US 231 improvements: "According to the state, the improvements will significantly reduce congestion in the Jasper and Huntingburg areas and improve safety and mobility throughout the approximately 48-mile corridor from 1-64 near Dale to 1-69 near Crane. Construction is anticipated to begin by late 2022."

[\[https://southernindianabusinessreport.com/2021/06/11/holcomb-announces-75-million-for-u-s-231-improvements/\]](https://southernindianabusinessreport.com/2021/06/11/holcomb-announces-75-million-for-u-s-231-improvements/)

Response

Osborne, Dwayne

2 - Alternatives

3.7 – Traffic Impacts

Comment

I STRONGLY OPPOSE the proposed Mid-States Corridor.

One of the main goals of the new-terrain US 231 was a savings in travel time from Jasper to Indianapolis. According to the Draft Environmental Impact Statement, the time savings will be extremely small - 5 minutes from Jasper to Indianapolis.

Even if the time savings was 10 to 15 minutes from Jasper to Indianapolis, that TINY time savings for the few people who will use the new road to travel from Jasper to Indianapolis cannot possibly offset the lost time and frustration that will be encountered by residents of the Dubois County area every day!

The proposed Route P corridor crosses most of the busiest roads in the region - State Roads 64, 162, 164 and 56, the Schnellville Road, Ferdinand Road Northwest, the Jasper-Dubois Road, among others. Those corridors are especially busy during the morning and afternoon commutes to and from work in Jasper, Huntingburg, Ferdinand, St. Anthony and others. By cutting off those busy routes used by commuters, or jamming them into dangerous intersections with a new-terrain US 231, the proposed new road will result in lost time every day for thousands of folks.

STOP the Mid-States Corridor! Abandon the project. We do NOT need a new-terrain US 231.

Response

Anonymous

2 – Alternatives

3.5 – Relocation Impact

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I am opposed to this Mid-States Corridor project for many reasons, but I am most anger on how the entire study process was allowed to start and residents from any of the communities that would be affected did not have a voice whether a study should be done or not.

I know over the years there have been several studies done for trying to add a new bypass highway and it was always determined too not be feasible. Then I learned with this project the way you were able to proceed was by a bill that was passed that allowed a Regional Development Authority to be formed so they could raise money for the study. Of course, a lot of that money raised was from the company owners who have continued to try to add a new highway. All this happened without public involvement. This is wrong.

Many people are going to lose their homes, their farms, and even some businesses will be lost. It appears to me the people that want this highway don't care that this will happen because they won't lose their home, their land, or their business. Many of the people that live and work in this area are here because they want to live in this beautiful rural area with a high quality of life. We don't want to live in a busy city. This proposed new highway will destroy all this and all because a few business owners and some politicians think it is a good idea. It is not.

Again, I am adamantly against this proposed project and this study should never have been allowed to even start yet alone allowed to proceed without giving the people the opportunity to vote on it. When it was announced last year that the Governor was providing \$75 million for improvements on the existing US 231 through Dubois County, I was happy because that is all that is needed, not a \$1+ billion new highway.

The Mid-States Corridor needs to stop now!

(Note – this comment was submitted as a typewritten letter with an illegible signature).

Response

Merkley, Ed and Mary

3.5 – Relocation Impact

Comment

My Wife and I are writing you today to let you know we are opposed to the mid- States Corridor. We don't have a lot, but we worked hard all our lives for what we have. Now you want to build a road and take our house. Times are hard enough and we do not need a road that doesn't help anyone.

The trucks at Louisville will take I 65 to Indianapolis and the trucks at Evansville will take I 69. The trucks that use the new road are coming to Jasper anyhow.

Here is all we need to do. Stop covering our roads with salt except when it snows salt ruins the road you should have noticed that by now, and that is not to mention what it does to our vehicles with the salt and the rough roads that it causes. What I am saying is all you have to do is stop using salt when it is not necessary and pave the road we-have-and put in some passing lanes.

This will save a lot of money and everyone wins so everyone is happy. The solution to the problem is simple, but the Government makes it difficult.

Response

Meyer, Edward

2 - Alternatives

Comment

My name is Edward Meyer and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvements identified for US 231 through Dubois County and leave the rest alone.

This road is not wanted or needed. Do not go forward with this project.

It is time you listen to the majority of the public and understand we do not want a new highway built here that will destroy our precious land. It is time to stop any further study or work on this proposed project

Response

Meyer, Edward

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Edward Meyer I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

The highway is definitely a horrible thing. it is going to destroy our community and pull us apart. Our tax money does not need to be used towards the corridor project at all.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wendholt, Edward

2 - Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I object to the Mid-States Corridor.

The Draft Environmental Impact Statement shows approximately 150 homes, farms, businesses and institutions will be displaced for a new-terrain US 231 Mid-States Corridor.

It makes no sense to destroy existing, profitable, agriculture-related businesses in the "hopes" that there will be "economic development" in another form - probably another gas station/convenience store or two, or perhaps a fast-food restaurant or two.

It makes no sense to wipe out the homes of existing residents who have ties to this area for generations in the "hopes" of bringing in potential employees for businesses -- new residents who will have no long-term ties to this area and who will probably move on at the first lure elsewhere.

Displacement of farms, businesses and families will also equate to displacement of taxes that are necessary to keep the government entities and infrastructure in this area functioning. Property taxes, personal property taxes, income taxes, payroll taxes, sales taxes will all be impacted. The loss of those taxes will, in turn, impact our local libraries, schools, roads. Those lost, or "displaced", taxes will never be replaced by a new-terrain US 231 which will, instead, consume more of this area's tax revenue.

It makes no sense to displace farms, businesses and families for the "benefit" outlined in the Draft Environmental Impact Statement

- a savings of 5 minutes travel time from Jasper to Indianapolis.

It makes no sense to completely destroy the area's rural landscape.

It makes no sense to devalue the property of folks whose real estate will be near the proposed new-terrain highway. These folks, through hard work and diligent savings, created beautiful homes in beautiful rural surroundings. Because someone else covets their property in order to serve their own selfish greed, these folks will suffer economically - unfairly.

The original "stakeholders", those who proposed this new-terrain highway to serve their own greed and business interests, are very obviously not affected by displacement of their own homes, businesses, or families. It's interesting that those folks very selfishly steered the proposed routes away from their holdings.

It makes no sense to continue to press forward with the Mid-States Corridor project when the State of Indiana has already pledged a \$75million project to improve the existing US 231.

Bottom line, the Mid-States Corridor project makes no sense. STOP THE MID-STATES CORRIDOR PROJECT.

Response

Rahman, Edwin

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

The ongoing cost of up keep and maintenance will be a burden on future generations. A new road is not necessary. I believe a new highway will be a destruction. It will destroy the beauty of the area, farmland, recreation areas, wildlife, homes and property.

Response

Sickbert, Elizabeth

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.21 – Forest Land

3.24 – Agricultural Impacts

Comment

My name is Elizabeth Sickbert and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

- Already have a highway running parallel, don't need a second one
- This project will take business away from the cities, not into the cities
- This helps big businesses, not the everyday person (tax payers)

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Sorders, Emily

3.5 – Relocation Impacts

3.21 – Forest Land

3.24 – Agricultural Impacts

Comment

My name is Emily Sorders and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

Does it really save time? what is the value? The homes it will take, livelihoods, and family grounds doesn't make sense.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Tucker, Esau and Meghan

3.5 – Relocation Impacts

Comment

I am writing to inform the committee that my wife and I are opposed to the Mid-States Corridor.

We live at 1342 E Jasper Dubois Rd, and we also own the house at 1314 E Jasper Dubois Rd. Both properties will be affected by the recently published route.

Our retirement plan is dependent on owning these two properties. We do not plan on moving away from Jasper, and especially do not plan on starting another 30 year mortgage after the years we have spent on our home.

There is a huge burden in relocating. We bought our home because it provided us with everything we are looking for, and we believe we will be unable to secure another better than the one we have here.

My wife is a teacher in the community, and it is important to us that we live in the same community where she teaches. It will not be possible for us to secure a house that meets are needs if this new route is built.

Response

Knebel, Fred

2 – Alternatives

3.2 – Land Use Impacts

Comment

Our feeling is that the current road need many repairs. time saved by drivers is minimal. I-69 is 20 minutes from Jasper. Does not justify the cost to taxpayers. Loss of land to taxpayers and cost of the road are not justified by benefit at the same time all the existing roads still need attention and don't even get that now. Also the impact on the environment. Just not needed, focus on the current roads!

Response

Hassfurhter, Gary

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Gary Hassfurther and I am against the Mid-States Corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvements identified for US 231 through Dubois County and leave the rest alone

I believe the mid states corridor is a waste of taxpayers money and totally unnecessary. We have I-64 fifteen minutes to the South, I- 69 twenty minutes to the West. Upgrade our existing roads leading to these interstates and save hundreds of acres of valuable farm land and numerous homes. The project would only benefit a select few. Why not put it to a vote and let taxpayers decide.

It is time you listen to the majority of the public and understand we do not want a new highway built here that will destroy our precious land. It is time to stop any further study or work on this proposed project.

Response

Gates, Lawrence

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

Comment

Please stop the proposed mid states corridor. This four lane new build road is to be built in the heart of Amish country and Daviess and Martin counties. This would be a huge safety issue when the members are traveling on horse and buggies along the road and worse when they would cross the road on their way to Loogootee for groceries and medical appointments with motorists traveling 60 + MPH. I am all for improvements on US 231, but the new road has unacceptable risks.

Response

Huelsman, Gerald

2 - Alternatives

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

I am writing you in strong opposition to the proposed Mid-States Development project.

As you know, the proposed route "P" will parallel US 231 and I 69. The usage of 231 is at present about 25% of capacity on the section that "P" would parallel. My understanding is that by IDOT standards, usage should be 90% of capacity to trigger a study for a new road. These are your standards.

The proposed placement of the new road west of Loogootee will take land from the Amish in that community and will make travel more difficult for Amish commuters in NE Daviess County. The Amish use Loogootee for trade and Medical treatment. This route takes some of the best farmland in the southern part of the County as well.

It is my feeling that the Regional Development Committee is being misused to profit a few in Dubois County while the most affected county (Martin) has no representative on this committee. I feel that this is wrong and un-American. I suggest that you look into the operation of this committee.

Response

Rahman, Gloria

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I believe a new highway will be destructive in many ways. It will harm the beauty of the area, farmland, homes and property. A new road is not necessary. The ongoing maintenance and upkeep will keep a burden on future generations.

Response

Buening, Greg

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

Because of the expense of it when the state has many many roads that are in need of repair and will not get attention after a four lane is built, the danger of a higher speed highway with four lanes, the danger of it as well with children and young drivers crossing it to get home, it will not save time compared to the large expense, such a waste and not needed also the devaluation it will cause to my home with it being so close if not taking it away totally, depends on route, I'll never get my home or the money back.

Response

Weidenbenner, Greg

2 – Alternatives

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

My name is Greg Weidenbenner and I'm against the mid-states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvements identified for US 231 through Dubois County and leave the rest alone.

I am against the disruption of the agricultural land and disturbing our quiet neighborhood

It is time you listen to the majority of the public and understand we do not want a new highway built here that will destroy our precious land. It is time to stop any further study or work on this proposed project.

Response

Mathies, Gregory

3.24 – Agricultural Impacts

Comment

I AM VEHEMENTLY OPPOSED TO THE MID-STATES CORRIDOR.

Farmland is being lost to development at an alarming rate. According to the article "10 Numbers That Show How Much Farmland Were Losing to Development" published on May 22, 2018 by Dan Nosowitz:

Agriculture contributes \$992 billion to the American economy each year.

31 million acres of farmland lost to development, in total, between 1992 and 2012. That's 175 acres per hour of agricultural land lost to development- 3 acres per minute. 41% of the lost acres came from development in rural areas.

The U.S. lost 11 million acres of America's best agricultural land- land with superior soil conditions and weather for growing food - from 1992 to 2012.

<https://modernfarmer.com/2018/05/10-numbers-that-show-how-much-farmland-were-losing-to-development#:text=Agriculture%20contributes%20%24992%20billion%20to%20the%20American%20economy,lost%20to%20development%20%E2%80%93%203%20acres%20per%20minute.>]

Any economic development that will arise along a new-terrain corridor will be gas stations and convenience stores. We already have too many of them now. We need the productive cropland that actually produces food for humans and for livestock.

At the rate that productive farmland is disappearing, we will have massive food shortages in my lifetime. The new-terrain US 231 WILL NOT produce food.

STOP THE MID-STATES CORRIDOR! Stop DESTROYING productive cropland. Stop DESTROYING the food that is vital to all of us.

Response

Knepp, Howard

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

I AM STRONGLY OPPOSED TO THE MID-STATES CORRIDOR.

This new-terrain US 231 will destroy the lives and livelihoods of farmers in the region. It will also cause irreparable harm to farming-related businesses - equipment suppliers, fertilizer suppliers, feed suppliers, and all other agricultural suppliers.

This new-terrain US 231 will devour approximately 1832 acres of farmland and approximately 733 acres of prime cropland. Those acres are required to provide food for humans and animals. Once paved over with concrete and asphalt, those acres will never again produce one morsel of food. That is extremely short-sighted. Food shortages are occurring all over the world. The US needs to do everything it can to increase farming food production, not cover productive cropland with asphalt and concrete!

Dubois County ranks very high among counties in Indiana for production of corn, soybeans, cattle and other agricultural commodities.

[\[https://www.nass.usda.gov/Statistics_by_State/Indiana/Publications/County_Estimates/index.php\]](https://www.nass.usda.gov/Statistics_by_State/Indiana/Publications/County_Estimates/index.php)

STOP THE MID-STATES CORRIDOR! Leave our precious farmland alone!

Response

Brewer, J

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

Comment

STOP THE MID-STATES CORRIDOR

The Mid-States Corridor Project is estimated to cost over a BILLION DOLLARS - an estimate that doesn't even include the costs of land acquisitions, or the results of today's unprecedented inflation rates. By the time those extra costs are accounted for, this ridiculous project will cost several BILLION dollars! And why??? Why is this project even going forward?

It makes absolutely no sense to create a brand-new highway to pave over our beautiful Southern Indiana's rural landscape. People move to this area BECAUSE of the rural landscape, the rural charm. They do NOT come here because they want more roads. If they want more roads, more traffic, more congestion, more box stores on every mile, (and the higher crime that results) they would and should move to other areas like Bloomington, Evansville, Louisville, Indianapolis. Those cities are proof-positive that more roads destroy rural charm, and quality of life. People move here for the tranquility, the wildlife, the peace and serenity, and relative safety that they can't find in cities with lots of pavement.

This area is NOT suffering because there's no multi-lane highway straight up the middle to connect to 1-69. Bill Kaiser, legal representative of the Mid-States Regional Development Authority, briefed the Huntingburg Common Council on the progress of the MSC project in February of this year. During his briefing, he inadvertently admitted that the MSC is NOT NEEDED in order for this area to prosper. To quote from the February 23, 2022 article on the Dubois County Free Press website:

"While pointing out the importance of the improved north to south connection, Kaiser said that state officials were surprised by the combined gross domestic production (GDP) of Dubois County and Spencer County - in excess of \$4 billion annually - with the lack of appropriate roadways in the area.

Dubois County is the only county in Indiana with that level of GDP without a four-lane north to south highway, Kaiser and Schroeder told the council."

[\[https://www.duboiscountypress.com/mid-state-corridor-route-recommendation-expected-by-mid-april/\]](https://www.duboiscountypress.com/mid-state-corridor-route-recommendation-expected-by-mid-april/)

It is obvious to those of us with any sense, that the MSC is NOT NEEDED for this area to be successful.

For a savings of a couple of BILLION DOLLARS, the State of Indiana should proceed with the already-planned \$75-to-\$78 million US 231 improvement project. That project is already scheduled to start in 2022 and will address all the issues of congestion, safety and travel time that the MSC project started out aiming to address. It's interesting that the DEIS dropped safety and congestion as primary goals, leaving only travel time. The DEIS estimates a SEVERAL-BILLION-DOLLAR new-terrain corridor will save only FIVE MINUTES travel time from Jasper to Indianapolis. That makes absolutely no sense to anyone. (Well, anyone who is not being paid MILLIONS of dollars to conduct this unwarranted corridor study.)

STOP THE MID-STATES CORRIDOR.

Response

Wagner, Jackie

2 – Alternatives

3.24 – Agricultural Impacts

Comment

My name is Jackie Wagner and I am against the Mid-States Corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvements identified for US 231 through Dubois County and leave the rest alone

We don't need a new road, we have 231 redo the roads we have. we have a small farm, it has a barn on it that was built in the late 1800s. We resided it because I want our grandkids to see how hard our forefathers had to work to build a barn. I think everyone eats, you are taking our farm ground away for roads and away from food.

It is time you listen to the majority of the public and understand we do not want a new highway built here that will destroy our precious land. It is time to stop any further study or work on this proposed project.

Response

Marinin, Jade

2 – Alternatives

3.2 – Land Use impacts

Comment

My name is Jade Marinin and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

We do not need such any major disruption to the life we have built outside of town for a miniscule 20 minutes off of trips to Indianapolis and don't want businesses taken away from them for the midstates corridor.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Wagler, James

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural impacts

3.25 – Ecosystem Impacts

Comment

My name is James Wagler O.D and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

The corridor will destroy my family farm that we've worked so hard for 50 years. my parents home will be taken and they are in their late 70s. Our acreage not only provides farm ground but also holds native trees, wildlife in a natural pond.

Please reconsider your plan!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Werne, Janet Ann

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.24 – Agricultural impacts

Comment

My name is Janet Ann Werne I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I have lived in St Henry all my life I do not want this peaceful, safe and beautiful territory to be destroyed by a highway that is not needed. All you need to do is improve US 231 with the money that Governor Holcomb promised for that upgrading. We have a voice that says NO To this unnecessary project! Also with the rise of gasoline prices this new road would cut off country roads and cause us to drive much further to our local destination

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Menke, Janice

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Janice Menke and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

This proposed corridor goes through the east end of our house. So I am opposed to this project!!!

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Miller, Jason

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Jason Miller and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

There is no need for this project when other areas of this part of the state could benefit from the funds that will be wasted. Many families will be displaced along with their history. It will benefit only the wealthy, and destroy our middle class folks in our area "it's a bad idea"!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Gielser, Jay

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Jay Giesler I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Knepp, Jean

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I oppose any new terrain of a Mid-States Corridor. I would support use of current roads and upgrading them. Our government has difficulty maintaining our current highway systems. Why would we, as tax payers want to have any new terrain, and be responsible for more road upkeep?

Here in Southern Indiana, we like it rural. I have lived here basically all my life and for several reasons: 1. the rural setting, with county roads 2. low crime rate 3. Wildlife and nature areas, including forests. And 4. We don't have traffic congestion like in the big cities. It doesn't take too long to I 69, by way of Petersburg, which is only 20 miles from Jasper. If we go to Indy, it isn't that far to get on I 69. Originally the governor wanted to make access from 231 to Petersburg. (blue ribbon panel 2014) This would make more sense than practically doubling the distance with the current route P. But honestly, I don't understand why you can't just use the Holland Road to HWY 64, upgrade to Otwell, and get to Petersburg for your passing thru trucks from the south.

But we all know this study is not for them, it is for our area business "stockholders" who set the goals, and want outcomes for their benefit. Calculations in this study is based on truck trips with one or both trip ends within the study area. What about the average person? How does this affect them? Increased taxes, increased time for emergency responses with road access changes, elderly that only know their current environment, will decline cognitively with environmental changes (if you take their home, or even drivers would be more confused with the changes), decreased forest, wetlands and changes in wildlife, and rural area we are known for, increase in drug and sex trafficking, more cost with increase of police patrol to cover areas, poorer air quality, and water quality, decrease in business and farm ground and food sustainability. All these social and economic changes do not constitute the astronomical costs, for such little benefit!

In this world of financial strains, with inflation and otherwise, we do not need to be paying \$19,000 or more per mile for 54 miles! I do believe this estimate was before the recent price hikes. And I understand that this does not include any right-of-ways, relocations, design, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add at least another 2 billion dollars on top. Compare this cost to the minimal travel time gained for trucking, this does not outweigh the unsurmountable costs! (Truck hours reduced only by 1%, noted in the DEIS) People are having a hard time getting food on the table for their families, paying their electric, water bills, and mortgages. We are already seeing higher tax prices and we cannot pay any more!

Serve the majority of the people, not just the few business men and politicians who are directly involved in this! We the people are the ones paying the taxes.

Response

Popp, Jeff

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I AM VEHEMENTLY OPPOSED TO THE MID-STATES CORRIDOR.

This project was handled directly opposite of the way things are supposed to be done in the United States of America. There was no opportunity -for public input before a determination was made to move forward with the study. There was no opportunity for the public to voice their concern and opposition to the funding of the project with taxpayer funds.

The City of Jasper contributed \$1.4 million to the study. The City of Huntingburg contributed \$350,000, and Dubois County contributed \$1.75 million for a total of \$3.5 million. The remaining \$3.5 million to fund the study came from private sources, from wealthy businessmen and industries in this area.

<https://www.duboiscountyfreepress.com/questions-frustrations-apparent-at-mid-states-corridor-meeting/>

Folks living in Jasper and Huntingburg were double-dipped since they are Dubois County taxpayers. Their tax money was spent BOTH as citizens of the City and AGAIN as citizens of the County. All without representation or the opportunity to express their opposition.

According to the Freedom of Information Act, the listing of private contributors to the project is supposed to be available to the public. As per the Dubois County Free Press article cited above, "Bill Kaiser, legal counsel for the group, stated anyone wanting a list of the private investors could submit a written request to the RDA office at 212 W. Sixth Street, Jasper, Ind., 47546." However, when the information is requested by members of the public, and by the Dubois County Free Press, the list supplied is about 95% blacked out, hiding the identities of the wealthy businessmen pushing for the project in order to increase their wealth. Those wealthy businessmen don't care at all that they will be destroying the homes, farms, lives and livelihoods of area taxpayers whose property lies in or near the path of this monstrous road.

Those taxpayers in or near the path not only will have their lives completely upended, they had the "privilege" of funding the study by paying taxes to the City and/or County. Those government entities were completely irresponsible by agreeing to fund the corridor study without seeking input from their constituents.

The same wealthy businessmen who are pushing for the corridor project are close friends and likely large contributors to the Governor, to whom INDOT reports. That is not the way "Government BY the people, FOR the people" is supposed to operate. It's not supposed to be "Government BY the wealthy, FOR the wealthy".

STOP THE MID-STATES CORRIDOR.

Response

Wittmer, Jennifer

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am opposed to the mid states corridor project. I have a 40 acre farm along side of Hwy 231. I put all my money, time, blood, sweat and tears into this home. I found my dream home in 2014. My property is farmed every year making produce for our state, the money farming, is used to pay off my home. The proposed road will take more than half of my farm and maybe even my home/shed where I hold my farming equipment. It will destroy tons of their families homes and income. I originally bought this house because it is secluded and peaceful with a beautiful pond in the backyard, where on multiple occasions have seen our state bird, the eagle; I've seen Eagles in my backyard at least 10 times. the proposed road will strip all of that, the pond, Eagles, my farm, everything. Stripping peoples homes and income to save 7-10 minutes driving time and spending a billion dollars to do that, is nonsense. Please do not strip our homes and farms from us only to save a few minutes of drive time. it will destroy forests, ecosystems and do damage to everyone lives that are involved. It may be easy for someone that it does not affect to make that decision, but please think about the destruction it will cause. I may not be able to afford my home because my farming will be stripped from me. I will have a highway in my backyard an no way of paying off my house I once called my dream home because of the seclusion. thank you for listening, please reconsider.

Response

Meyer, Jerel

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

We do not need another 4 lane road that will take up farm ground and business. this is our livelihood. Route P is real close to our prime bottom farm ground. I'm concerned about safety crossing 4 lane highway with large farm equipment. It may not make as much as Menke's and others but it's all we have. And to replace farm ground is next to impossible, there is none. The 5-20 minutes they say will be saved is not worth uprooting farms, business and families.

So they are going to loss taxes and I guess they will go up, so we lose ground get taxed more.

Somebody get some sense and stop this project! We will lose 120 acres rent ground that probably won't be able to replace.

Response

Krampe, Jill

2 - Alternatives

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR.

The Federal Highway Administration has directed that all focus and resources should be aimed at fixing existing roads and bridges, as opposed to adding new-terrain roads and bridges.

The proposed Mid-States Corridor would add an additional 54 miles of new roadway. Indiana can't even properly maintain the roads already in their inventory now.

With the costs of all construction rising at an unprecedented rate, maintaining existing roads in federal, state, county and city inventories will become increasingly difficult. We, the overburdened taxpaying Hoosiers in this region, DO NOT WANT TO ADD ANOTHER NEW-TERRAIN HIGHWAY to our already-overstretched highway maintenance budget.

Instead of paying a minimum of \$2-to-\$3BILLION for a new-terrain Mid-States Corridor, use that money to fix the existing roads and bridges in Indiana. The State has already planned for \$75 million to be used to improve the existing US 231 in Dubois County. That is certainly the place to start. Continue to make improvements to the existing roadway, DO NOT CREATE A NEW US 231 THAT WILL PARALLEL, for the most part, THE EXISTING US 231.

Ohio's Dept of Transportation recently abandoned a huge proposed road project after finding that the benefits did not outweigh the cost. FOLLOW THEIR COURAGEOUS LEAD. ABANDON THE MID-STATES CORRIDOR PROJECT. The benefits do not outweigh the cost.

STOP THE MID-STATES CORRIDOR PROJECT. Fix the roads and bridges we already have.

Response

Krampe, Jill

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I OPPOSE the proposed Mid-States Corridor.

One of the supposed "benefits" of the proposed Corridor is to relieve congestion in Jasper and Huntingburg by diverting truck traffic. A new-terrain road will NOT relieve congestion or eliminate the truck traffic through those towns. Those trucks are coming into Jasper and Huntingburg to make deliveries in Jasper and Huntingburg to manufacturing plants, distribution facilities and retailers like Walmart, Home Depot, grocery stores, furniture stores, etc. The big trucks coming through Jasper and Huntingburg are NOT seeking a route to Crane, to I-69 or to Indianapolis. Trucks heading to those destinations are already utilizing I-69, I-64, I-65, not US 231. Truck traffic LEAVING manufacturing and distribution facilities in Jasper and Huntingburg to travel elsewhere in the country WILL STILL USE IN-TOWN ROUTES to get out of town. Once out of town, the existing US 231 already adequately serves their needs to provide them access to I-69, I-64, I-65.

Destroying over 100 homes, plus farms and businesses of hardworking, tax-paying citizens of Dubois and Martin Counties is ludicrous!

Covering productive farmland with asphalt and concrete, and removing trees and forests will, in itself, contribute to the "global warming" problem. Stand on concrete or asphalt on a hot day, then step off onto the grass. Feel the immediate difference! Trees, cornfields, grass and other vegetation cool the atmosphere and remove harmful carbon dioxide, replacing it with the OXYGEN we all need to survive! We also need FOOD to survive. With farmland being replaced by roads and other development at an alarming rate, we will find ourselves with massive food shortages very soon. Why? To save someone 5 minutes to get from Jasper to Indianapolis? I'm sorry, but that makes no sense.

Governor Holcomb pledged \$75 million to improve US 231. That project is planned to start later this year. The stated goals of that project include relieving congestion in Jasper and Huntingburg, adding additional lanes, adding passing lanes, improving safety and mobility. Those improvements in the \$75 million project will achieve the goals that the Mid-States Corridor project claimed, at first, as goals.

Interestingly, safety has been REMOVED from the project goals, per the Draft Environmental Impact Statement. We do NOT need to spend multi-billions of taxpayer money, displace hundreds of people, destroy farms, agricultural land, forests and our beautiful rural countryside to create a new-terrain highway.

We do NOT need a new-terrain US 231. STOP the Mid-States Corridor!

Response

Roesner, Jill

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Jill Roesner I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I live by the Huntingburg airport. I don't want my friends and family to be impacted by this unnecessary road I think road improvements to 231 would be acceptable and the right way too handle this

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Weidenbenner, Jill

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

My name is Jill Weidenbenner I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I am against the disruption of the agriculture land and disturbing our quiet neighborhood.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Brosmer, Jim

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Jim Brosmer and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana.

We should use the money to keep our roads we already have not build a new road we do not need and destroying property that's been owned for hundreds years is not good. No Mid-States Corridor

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wagner, Jim

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Jim Wagner and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

We don't need a new road when we cannot keep the roads we have fix. Don't have the money to pay to fix them so just fix 231.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Roach, Jonathan

2 – Alternatives

3.5 – Relocation Impacts

3.8 – Title VI/EJ Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I urge you to reject any new-terrain routes for the mid states corridor. Instead focus improving existing roads and bridges. My home is in the alternative P. We have 10.21 acres. The woods on our property have several small creeks. There are many large trees. We have lots of wildlife. Bat's, Eagles, woodpeckers, wild turkeys, turtles, dear, and many other birds live, and pass through our property on the way to the West Boggs lake. Our neighbors are Amish. Their culture depends greatly on their land. we have worked hard to make our home accessible for our severely handicapped son. A new road would greatly disturb the local environment and culture. My family and I pray for those few folks who want this to happen. We trust our Lord and creators will be done on earth as it is in heaven.

Response

Keller, Josh

3.4 – Economic Impacts

5 – Comparison of Alternatives

Comment

INDOT selected "Alternate P" for the new road over several other options. The decision was announced in a public notice in the classified section of the Courier and Press (April 11, 2022). Why wasn't it on the front page? Is someone trying to hide something?

In 2021, the corridor faced mounting opposition. It would mostly bypass "developed" parts in its path including Jasper and Loogootee just to mention a few. Mindy Peterson, project spokesperson, declined to give specifics such as why did INDOT choose alternate P.

Smaller communities have a main street filled with shops, unique shops, restaurants, drug stores, etc. What happens when that street isn't the center of town because it's been bypassed by a new road? It dies, like several small towns in Indiana have experienced. Small towns are the backbone of Indiana and what makes Indiana a great place to live.

Make our voice heard... Save our small towns by saying NO to the Mid-States Corridor.

Response

Uebelhor, Josh

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

My name is Josh Uebelhor and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Making a completely new road around town will negatively impact the local restaurants and stores. All seem to talk about the few factories that will benefit but think of all that will be put out of business. Also with current food issues destroying thousands of acres of prime cropland does not seem smart. I am tired of greed of a few dictating what the government will do. Put this road goes through we will have more crime and those homes all along the new road will do significant value due to road noise.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Fritz, Joy

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Joy Fritz and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

The proposed new 231 does not have enough benefit for what your taking from families, farms and homes. Start spending tax money wisely and fix existing roads you already have!!! stop the corridor!!!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

McKeough, Kamden

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Kamden McKeough and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

As a member of FFA at my high school I can tell you that the new highway will affect more farmland. There are many members and their family said that if this highway gets built they will move. If they move that will set the amount of crop that we are able to produce. That would also affect the amount of fresh foods we have access to. In general this does a lot of no good value in our county.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Popp, Jeff

1 – Purpose and Need

2 – Alternatives

3.7 – Traffic Impacts

Comment

All of 231 industries are located directly on our just a couple blocks off the existing 231. In Huntingburg, Jasper and Loogootee all factories, gas stations, chain restaurants, Ford, GM and Chrysler dealerships, Southgate Plaza, north side Plaza, Walmart Plaza, Home Depot are on 231 or very very near 231. Which means trucks will still take 231. has for cars going home from work we have plenty of streets to get us home. In fact a corridor would get in the way of us getting home every day because it would cut off access to so many streets and county roads.

I'm 63 years old, lived here my whole life, and I can tell you if you're at a red light on 231. There will be 0 to 4 vehicles in front of you. There is no traffic problem here.

Response

Sermersheim, Karen

0 – Summary

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impacts

3.25 – Wildlife Impacts

Comment

To Whom It May Concern:

I am adamantly opposed to the Mid-States Corridor now or any new terrain highway in the future in Dubois County, Indiana. A very similar roadway was proposed as the US 231 Bypass years ago, approx. year 2004, in our Dubois County area and it went defunct.

Not only has Jasper, IN and Dubois County been thriving without this Bypass, but those who would have been immediately impacted have finally moved on with their life-plans...only to be attacked again with another unnecessary highway proposal. This is quite disturbing to a large majority of people in this community. How could you think this would be considered with anything other than inhumane?

If the Lochmueller Group is conducting this study truthfully, and our local government isn't stacking the study with inaccurate figures, then how could they conclude that this proposed highway is even necessary? A smart businessperson would NEVER invest in a project that would cost billions of dollars, knowing their return or pay-back could take 200 years or more!

Just because the RDA involved Jasper & Huntingburg, IN and Dubois County to pay for 3.5 million dollars toward this Tier 1 Study does not mean that Lochmueller Group or INDOT or the Federal Hwy. Dept. should be obligated to push this project through or put it on fast-track for funding. And yes, people know where the other 3.5 million dollars came from for the remainder of this study cost. Talk about unjust!

Let's take into account the "true traffic count" in our area (trucks still need to replenish our local goods); the large displacement of wet-lands; the impact of lost farmland & homes; the negative impact on local, small businesses; the inner-city fender-benders that will still occur because they aren't based on road congestion; the demise of our beautiful southern Indiana countryside; the endangerment of wildlife; the unsafe travel of local traffic crossing new, dangerous and unsightly intersections; the serious effects that would be imposed by cutting off county roads (especially regarding emergency vehicles) destined to create longer commutes, and the enormous cost of this proposed highway is outrageous and is not justifiable.

These are only a FEW of the negatives! We haven't even touched on the extremely negative impact this Mid- States Corridor would impose in Martin County, Indiana!

Please be accountable to reach an unbiased conclusion using factual information. I believe that a conclusion of NO BUILD should be determined. The Mid-States Corridor is still not needed or wanted!

Response

Brinkman, Mark and Kathy

1 – Purpose and Need

2 - Alternatives

3.4 – Economic Impacts

Comment

I am OPPOSED to INDOT, the Federal Highway Administration, Lochmueller Group, the Mid-States Corridor Regional Development Authority and any others spending any further taxpayer money on the misguided Mid-States Corridor Project.

Nearly \$7 million of public/private funds have already been wasted on studies for this project. This project should never have gotten this far. The supposed "benefits" of the new-terrain corridor are negligible at best, and will be more-economically provided by the \$ 75million project announced in June of 2021 that will achieve the stated goals in a more fiscally-responsible manner. The US231 - improvement project is set to start later in 2022.

Even though the Mid-States Corridor was originally touted to relieve traffic congestion and improve safety, both of those goals have been downgraded to secondary goals. Neither congestion nor safety will be improved.

Proponents of the MSC claim "economic development" as a benefit. Look at the 4-lane US 231 in Spencer County for proof that economic development will not be a result. That new-terrain US 231 has been open to traffic since 2011 --- ELEVEN YEARS. Look at Rockport, Dale, Chrisney and Gentryville in Spencer County to see the economic decline that resulted from bypassing those towns. They are dying, with boarded-up buildings and stores.

In a way, "relieving congestion" could accidentally be a result of the MSC because bypassing Jasper and Huntingburg could cause their economic demise. Who wants to travel to a town that's dying? Result: less congestion!

The whole reason the MSC project has gotten this far is because wealthy folks with political influence are stubbornly trying to achieve an illegal and immoral land grab under the guise of eminent domain.

STOP THE MID-STATES CORRIDOR PROJECT. Do what is fiscally-responsible and morally- responsible for the hardworking Hoosier taxpayers in this region.

Response

Brinkman, Mark and Kathy

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I urge you to ABANDON the proposed Mid-States Corridor Project, Route P.

This proposed route will waste multi-billions of Hoosier taxpayers' money and will siphon badly- needed funds that should be used, instead, for repairing and maintaining other, more-needed, existing roads in INDOT's highway inventory.

The supposed time-savings charted in the Draft Environmental Impact Study are not sufficient enough to warrant the complete destruction of approximately 150 homes, farms, businesses, forest, agricultural land, valuable cropland. Residents in the area impacted by the new-terrain US 231 will lose considerably more time every day trying to find an alternate route to get to work and other daily travel needs. The roads they are accustomed to using will be cut off by this proposed new-terrain highway. Where is your study on the wasted time caused by the new route that will affect all of us every day?

Once paved over, productive cropland will never again be usable for anything, even if the misguided new-terrain US 231 is eventually abandoned. The few weeds that will sprout through cracks in the abandoned roadway will not feed anyone. The productive cropland that will be paved over will never feed anyone either.

Abandon the misguided Mid-States Corridor Project! Governor Holcomb already pledged \$75 million for improvements to existing US 231 that will address congestion in Jasper and Huntingburg, will add additional lanes and passing lanes. Those improvements are expected to start later in 2022. Those improvements will already provide time savings. The Mid-States Corridor is not needed and not wanted.

Response

Brinkman, Mark and Kathy

2 – Alternatives

3.4 – Economic Impacts

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR.

The proposed new-terrain US 231 is a terrible investment of taxpayers' money. That includes taxpayers in the county, the state and across the country, since federal highway funds are involved as well.

The supposed benefit of the corridor is only 5 minutes on a trip from Jasper to Indianapolis. INDOT, the Lochmueller Group and the Mid-States Corridor Regional Development Authority are aiming to spend OVER A BILLION DOLLARS of taxpayers' money to shave 5 minutes off a 143-mile trip. That's insanity.

And the road will end up costing much, much more than a billion dollars. The stated cost estimate didn't even include the costs for land acquisition and relocations. The stated cost was computed BEFORE the current inflation

- the highest inflation rate in over 40 years.

On top of wasting taxpayers' money, a new-terrain US 231 will result in the LOSS of tax revenues. Property taxes, personal property taxes, business taxes, payroll taxes, income taxes, sales taxes will all be impacted when profitable agricultural business are paved over and homeowners will be forced out of their homes.

The loss of those tax revenues will impact our libraries, schools and other public services that contribute to the quality of life in our area.

A much better investment of taxpayers' money would be fixing the existing roads. INDOT is already planning to invest \$75 million in improvements to the existing US 231- improving intersections, relieving congestion in Huntingburg and Jasper, adding turn lanes, passing lanes and additional travel lanes.

The \$75 million project will already achieve a savings of 5 minutes or more in travel time. Spending multiple BILLIONS of dollars, and destroying the lives and livelihoods of taxpaying Hoosiers, destroying our beautiful rural countryside to save 5 minutes is ludicrous.

ABANDON THE MID-STATES CORRIDOR PROJECT.

Response

Brinkman, Mark and Kathy

2 - Alternatives

3.9 – Air Quality Impacts

3.24 – Agricultural Impact

Comment

I VEHEMENTLY OBJECT TO THE MID-STATES CORRIDOR

The proposed Mid-States Corridor will pave over thousands of acres of farmland, land that is scarce and irreplaceable. In today's market, no farmer will ever be able to afford over \$2million to replace just 200 acres of farmland. Then multiply that by the nearly 1850 acres of farmland that will be consumed by this corridor. And just where do you think that land will be available? Not anywhere around here.

According to the Superior Ag Board of Directors' letter to the editor dated 5/8/2020 on the Dubois County Free Press website: "Almost 31 million acres of farmland irreversibly was lost in a 20-year span back in the late 90's and early 2000's. That's three acres gone every minute. An area the size of Iowa is no longer available to produce food, fiber and biofuel. Land that we are going to need in the future, is gone forever."

Now add another 20 years of land loss from the early 2000's to today. Without productive farmland, who do you think is going to produce food for this country? Food for humans, food for livestock?

Also quoting from the same article: "Our community has a code of preserving its historical heritage. But just because the land appears to be "open", the farmland is what it is today because of the hardworking and dedicated farmers that have preserved it to its current state."

And to note, just because land appears to be "open", it is NOT fair game for greedy "economic developers" to steal for their own benefit, using "eminent domain".

To continue quoting from the same article: "Farmland grows our food, supports our rural communities and contributes a trillion dollars a year to America's economy Beyond that, farmland offers a unique tool to combat climate change, away to sequester carbon through natural means that improves our soil."

It makes no sense to pave over productive farmland to produce a new-terrain corridor that the DEIS says will shave off about 5 minutes travel time from Jasper to Indianapolis. What????? 5 minutes?!?!?!?

The State of Indiana Hoosier Homestead Award honors farm families who have had continuously-producing farms in the family for 100 years or more. It's ridiculous that the State of Indiana on April 1, 2022 recognized the Oscar Hochgesang Farm and then later that same month announced the selection of Mid-States Corridor Route P that would obliterate that very same farm. I suppose it is appropriate after all that the Hoosier Homestead Award was presented on April 1 --- it was a very cruel April Fool's joke on the entire Hochgesang family, their neighbors and friends.

DO NOT PURSUE THE MID-STATES CORRIDOR PROJECT. Abandon the project forever. Our area is doing very well without a new-terrain US 231.

Response

Brinkman, Mark and Kathy

2 - Alternatives

Comment

I OBJECT TO THE MID-STATES CORRIDOR.

Ed Cole of Dubois County Strong funded a study of "projected" economic development along a new-terrain US 231. (<https://duboisstrong.com/wp-content/uploads/2021/03/HSP-FINAL-Mid-States-Corridor-Economic-im pact-Study-2-3-21-compressed.pdf>). The projected economic development is a pipe dream. In the ELEVEN YEARS since the new four-lane US 231 opened to traffic in March 2011 in Spencer County from I-64 to the Ohio River, there has been ONE Dollar General Store that opened in approximately 2019 at the intersection with SR 70 - EIGHT YEARS after the road opened. And there was one new gas station/convenience store that opened in approximately 2017 near the intersection with SR 162 - SIX YEARS after the road opened. There has been NO OTHER DEVELOPMENT along the new-terrain US 231 south of I-64.

In fact, businesses in bypassed Rockport and Chrisney have suffered. Those towns, and Spencer County in general, has NOT witnessed any economic development to the extent touted by Ed Cole of Dubois Strong.

Dubois Strong's study interviewed "Stakeholders" in the project. The study failed to interview those farmers and property owners who will be directly impacted by a new-terrain US 231. In addition, the interviews of the public obviously were not weighted to the same degree as the interviews of business owners who stand to gain monetarily by a new-terrain corridor.

It was interesting to note in the study that one of the perceived "benefits" to area manufacturers was the ability to attract workers from farther away, for example, Bloomington, Evansville and Louisville. Do those employers realize that traffic on the proposed road goes BOTH WAYS? Their existing employees could choose to travel to jobs in Bloomington, Evansville and Louisville instead of remaining at jobs in this area, actually resulting in a DRAIN of their employee base.

It is MORALLY WRONG to DESTROY the homes, farms and property of hardworking, taxpaying Hoosiers to provide economic development for someone else, perceived or otherwise.

STOP THE MID-STATES CORRIDOR PROJECT.

Response

Brinkman, Mark and Kathy

1 – Purpose and Need

2 – Alternatives

3.7 – Traffic Impacts

Comment

As a Hoosier taxpayer, I OBJECT to the proposed Mid-States Corridor.

One of the original publicized goals of the project was a need to relieve traffic congestion. That goal has been downgraded to a secondary goal because it was found there was no current or projected serious congestion issue. Surely not enough to spend a couple of billion dollars on a new-terrain highway.

Some proponents of the proposed highway crow about the "economic development" a bypass around Jasper and Huntingburg will bring. It has been shown in the indisputable 11- year history of the 4-lane US 231 from 1-64 south through Spencer County to the Ohio River that major "economic development" is a pipe dream. The only economic development along that stretch of 4-lane highway in 11 years is a Dollar General store at SR 70, and a gas station at SR 162. Hardly an "economic boon".

And if, a very big IF, any meaningful economic development WAS to develop along the proposed Mid-States Corridor, that would only lead to MORE congestion.

The study needs to take into consideration all the congestion that the new-terrain road will CAUSE. By cutting off many county roads, the new-terrain US 231 will force people to travel miles out of their way seeking roads that have not been cut off, in order to cross the new highway at dangerous intersections. Those intersections will be considerably congested during morning and evening hours when residents are commuting to and from work.

Using the announced 75-million-dollar project to make improvements to the existing US 231 would be money better-spent. That project is already planned to start this year, 2022.

To reiterate: I OBJECT to the Mid-States Corridor. The project should be abandoned, never to be brought up again. Hoosiers in Southwest Indiana deserve better!

Response

Brinkman, Mark and Kathy

2 – Alternatives

3.19 – Stream Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR, and any new-terrain highway.

The proposed Mid-States corridor project will be extremely destructive to our environment in our beautiful rural region of Southern Indiana. Our cornfields, hayfields, beanfields, and other greenspace will be covered with concrete and asphalt. The new-terrain corridor will destroy nearly 925 acres of forestland.

Those are assets we cannot afford to destroy! Nature has provided plants and trees in order to remove harmful carbon dioxide from the air and give us oxygen. This area of Southern Indiana is already a dumping ground for carbon dioxide emissions.

We cannot afford to destroy our food supply! Too many acres of productive farmland are covered with roads and other developments every year. In the not-too-distant future, we will find ourselves unable to produce enough food to feed our people and livestock. We must do everything possible to preserve our food production systems.

Asphalt, concrete and buildings reflect enormous amounts of heat into our atmosphere. Needlessly covering an additional 54 miles of new asphalt and concrete for a new-terrain highway is foolish.

The 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.

Our rural landscape will be devastated by the construction process.

Indiana has already pledged \$75million to improve the existing US 231 with work to begin in 2022. That project's goals include reducing congestion in Huntingburg and Jasper, will improve travel times by adding additional lanes of travel and by adding passing lanes, and will improve intersections. That is BY FAR the more fiscally- and morally- responsible option, and with much-quicker results.

DO NOT BUILD THE MID-STATES CORRIDOR.

This area of Southern Indiana is known and loved for its peaceful, beautiful landscape. The Mid-States Corridor will destroy our beautiful countryside. It will never recover.

Fix the existing US 231. ABANDON THE MID-STATES CORRIDOR PROJECT

Response

Frye, Kenneth

3.2 – Land Use Impacts

3.5 – Relocation Impacts

5 – Comparison of Alternatives

Comment

Respectfully request your response to the attached “editor’s note” from “the Shoals News” published April 20, 2022. With this published data, why is alternative P the preferred corridor? Where is the justification and logic for this decision?

(Attached copy of a portion of a “Letter to the Editor” enumerating Alternative P’s land use and relocation impacts).

Response

Ingram, Kenny

3.2 – Land Use Impacts

3.5 – Relocation Impacts

Comment

My name is Kenny Ingram and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

I think the road is a bad investment for the taxpayers. Also too many local people will have to relocate. Just improve existing roads to improve traffic through our communities.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

Litzenich, Kenny

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Kenny Lintzenich and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

The impact to our families and community do not outweigh the financial impact of this corridor. As a member of this community, I have always loved this small town feel. I moved away after college and have recently moved back to raise my children in this safe, friendly, small town feel. This corridor will be dangerous, affecting everyone.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Wendholt, Kent

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Kent Wendholt and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

This corridor will be an insane waste of taxpayer money. This corridor will pay businesses away from Jasper, leaving more empty buildings. This corridor is for already wealthy, not for the average taxpayer. This corridor will eliminate family homes/farms, including my parents. the original intent for this corridor was to get from 231 at Dale to I64. the route chosen is not the shortest route from 231 to I-69!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Berg, Kim

2 - Alternatives

3.5 – Relocation Impacts

Comment

My name is Kim Berg and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

We also don't want our local money to be used for the Tier 2 study, we don't want our property taken.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Dorsam, Kody

2 - Alternatives

3.5 – Relocation Impacts

Comment

My name is Kody Dorsam I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I do not see the need to add a new road when the state cannot fix the roads we already have . With the project would displace roughly 100-149 peoples homes that they have worked so hard for. Finding and or building a home in today's market is hard, especially with the price of all building materials. If people lose their homes and they cannot find a new one it could possibly push people out of the state just to find a home to raise their family. This would result in Indiana losing more tax dollars. The homes that will not be lost but will have the road in their back yard (literally) will devalue their home, such as mine. This road makes ZERO sense!

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Smith, Kristina

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.25 – Ecosystem Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I do not want it coming closer to my house. The road noise will be much louder. Many animals will have their homes displaced, as well as people! I thought I-69 was supposed to be the answer so many problems.

Response

Messier, Kurt

3.9 – Air Quality Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

Why would anyone in their right mind want this Mid-States Corridor to be built? I am opposed to this entire project, the proposed Alternate P, or any new highway. It will be disastrous to the environment, to the wildlife habitat, to the climate issues, and pollution.

We already have enough roads in this area that can and should be improved without ruining the land I love so much in southern Indiana. This is why I choose to live here. The beautiful rolling hills, the farmland, the recreational areas, and the peacefulness. I do not want to live in a city with all its issues and this highway will only bring more issues to this area. Why do certain high-powered people want to destroy this so their trucks can save only a few minutes to where they need to go? Why would you destroy so much forest land when we need to plant more trees? Why would you take away the land that native wildlife depends on?

I get so angry just thinking about all the environmental destruction this project will have and how it will contribute to our climate issues and not help it. It is bad, and it is only because of corporate greed. Your study tries to say that it has less an impact than other routes. That is not true, and it shouldn't matter, route P still is a big environmental issue.

This proposed highway will bring way more harm than good and I am asking for it to be stopped.

Response

Wendholt, Sheila

3.3 – Social Impacts

3.5 – Relocations

3.7 – Traffic Impacts

3.24 – Agricultural Impacts

Comment

My name is Sheila Wendholt and I am 100% opposed to the Mid-States Corridor!

What you are doing to the people who live in Dubois and Martin County is almost barbaric! Do we live in a free country or a communist country? Using our tax dollars for our own demise is unconscionable.

Taking land that has been in families for 150 years or more is unthinkable. You and the pushers of this road should have to stand on each property while the government destroys it. You should have to watch as each home, shed, garden, tree and blade of grass is taken against their will.

I really don't know how you people sleep at night, all in the name of progress. Progress for whom? Certainly not the farmer whose land you've stolen and stripped. Certainly not the businesses on 4th street and around the square who will lose the flow through traffic. Certainly not the people who will have to go right towards some dumb J turn to travel left. Certainly not the bus drivers responsible for getting children safely to and from school each day, while having to cross this dangerous road.

The pompous, elitist, self-righteous few who think they can pull their privilege and influence strings to get this road pushed through is nauseating. Hank Menke letting our Indiana Senator, Mike Braun and our Indiana Governor, Eric Holcomb use vacation properties in Kremmling CO is criminal and is a bribe that should be looked into immediately!

What does the average person have to influence the governor and senator with? Nothing! That is why this is against the law and again should be looked into. My nephew works for Dubois County.

He won't even accept lunch from people because it can be considered a bribe. Someone brought cookies to a Dubois County meeting and the council refused the cookies because it can be considered a bribe. And yet we can have influential people who make our laws and important life-altering decisions like, hmmm..... 4-lane highways, come to private vacation homes in other states.

We on the Coalition to Stop the Mid-States Corridor would like an immediate response as to how this on planet earth is considered legal. Is this legal? We expect to hear from you soon!

Response

Vollmer, Lacy

3.3 – Social Impacts

3.24 – Agricultural Impacts

Comment

My name is Lacey Vollmer and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Stop the mid-States Corridor!

This road is being pushed by big businessman who rub elbows with the local and state politicians. It is not right for small businesses to be by-passed and local farmers to lose their land because others need to get somewhere 5 minutes faster! don't waste our taxpayer money on this unnecessary road! keep this part of the state safe from the crime this road will bring to our town!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Vollmer, Lacy

2 - Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Lacey Vollmer and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

I am against the building of the mid states corridor!

This new road is being pushed by big businessman who rub elbows with local and state politicians! They want to destroy small businesses, homes and farms to line their pockets with more money. Please don't waste the millions and millions it will take to build this road that will save ONLY 5 MINUTES! Keep this part of the state safe from the crime this road will bring to our small towns!

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Meyer, Laura

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Laura Meyer and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

There is no need to take my son's house or anyone else. Farmland is so precious to our lives.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Methena, Lisa Ann

2 – Alternatives

3.24 – Agricultural Impacts

Comment

My name is Lisa Ann Methena and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Millions of dollars could be saved by improving what is already in place, US 231. There would be far less destruction to our environment and surrounding farm lands.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Methena, Lisa Ann

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

Comment

My name is Lisa Ann Methena and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

This project, for this area, is so wrong. Please do not destroy our farmland, family legacies and peoples lives. This project will impact so much wildlife, animals, birds- all that makes this area so wonderful to live in.

The hard working people of this community do not deserve to be put in a situation that would take away their, lifestyles and security that comes from both. This needs to be put to a vote in all counties that would be impacted.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Hassfurther, Lori

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

Comment

My name is Lori Hassfurther and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I have lived in my home for over 30 years. my husband and I decided to build a home in this beautiful area, because it is so peaceful and quiet and scenic. We watched deer and eagles. The thought of families and animals disrupted or displaced for no good reason is very disheartening. The level of noise pollution and litter that will change our area is sickening. We will hear and smell the effects of this ill proposed and unwanted highway. No true economic status or benefit will be realized from this project. The money for a roadway only politicians want is unnecessary. put it on a ballot and let the citizens take it to a vote. A few should not decide for all of us!

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Seng, Louis

2 – Alternatives

Comment

As a resident of the Whoderville neighborhood. I'm opposed to the construction of the mid states border.

This highway construction project would seem unreasonable to a thoughtful, budget conscious voter of southwest Indiana for several reasons. The prohibitive billion-dollar cost, the negligible savings and time to Indianapolis, the apparent short shrift given to upgrading the already existing US highway 231, and the disruption in people's lives along the proposed route are just some of the reasons to oppose this highway project.

Please Stop further action on the mid-States Corridor!

Response

Wagler, Lydia

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

Ever since I became aware of the Mid-States Corridor project a couple years ago, I have been against it. Building a new highway that will destroy a lot of land and homes and farms does not make any sense. I don't understand how a few business owners who continue to want a new highway built for their benefit can be allowed to do this and us residents have no say.

Then I learned that back in 2017 Senator Mark Messmer and Representative Mike Braun wrote a bill that got passed to form a group that could raise money from our local government and private companies so they can do another study. I also understand they are business owners that would benefit from this highway project and that they are close friends with other business owners like Hank Menke at OFS whose company would benefit. Then someone told me all these people are good friends with the Governor. This does not seem right to me.

We have plenty of good roads already in Southern Indiana to get to I-64 and I-69. I hear about all the truck traffic, but I have never seen a problem with driving through Huntingburg and Jasper or even Loogootee when I want to get to Evansville, Louisville, or Indianapolis. What about the improvements to 231 the Governor announced last year? That should be all that is needed. Then if you want to make improvements to other roads you can.

Finally, I am against building the Mid-States Corridor and spending over \$1 billion. It is time for INDOT to rethink and develop a more practical plan to fix and make improvements to existing roads. How this entire process was done in my opinion is criminal. Tell me why the people's opinions don't matter?

The Mid-States Corridor is NOT NEEDED, and it is NOT WANTED!

Response

Dunn, Madison

3.10 – Noise Impacts

3.12 – Construction Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

3.27 – Managed Land Impacts

Comment

I am opposed to the Mid-States Corridor.

Taking national forests and personal farmland that families depend on will cause drastic, dramatic negative effects on the welfare of our environment and community. Creating a bypass for out of state and local truck drivers to cut miniscule amount of time off of their drive is not a good enough reason to destroy farmland that feeds our local and national community. The negative impact this “corridor” will cause is not welcome by the local community and farmers. We depend on good farmland to survive. Allowing this construction and future road will cause disruption on multiple levels. Disruption that includes animal environments, deforestation that will inevitably cause erosion, disruption to water supply and land to grow crops, construction, and noise pollution. We do not agree with the mid states corridor.

Response

Osborn, Mandy

2 - Alternatives

3.24 – Agricultural Impacts

Comment

I AM STRONGLY OPPOSED TO THE MID-STATES CORRIDOR.

The cost of the proposed Mid-States Corridor was published as \$735 million to \$1.05 BILLION. We, the taxpaying Hoosiers who will be burdened with the costs of this unneeded new-terrain highway, DO NOT WANT THIS ROAD. We don't want to pay to construct it, we don't want to pay to maintain it.

The \$1.05 BILLION price-tag doesn't even include the costs for land acquisitions (aka: THEFTS) and other supplementary costs. In this time of unprecedented inflation, especially in construction costs, the cost of the project can easily exceed \$2 BILLION or more, and still not cover land acquisitions. The market prices for homes in this area have skyrocketed. Available farmland, and especially prime cropland, is nearly impossible to find in this area, and what little there is, is VERY expensive.

Please DO NOT PROCEED with this misguided new-terrain US 231 project. Instead, allow the already-planned \$75million US 231 improvement project achieve the benefits in safety, reduction in congestion, and improved travel time that the new-terrain Mid-States Corridor can't provide, even at its exorbitant price tag.

STOP THE MID-STATES CORRIDOR PROJECT. Fix the roads we already have.

Response

Osborn, Mandy

2 - Alternatives

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

STOP THE MID-STATES CORRIDOR.

The COSTS of the Mid-States Corridor far outweigh any perceived benefit that it's speculated that this new- terrain corridor will provide.

The projected \$735million-to-\$1.05BILLION "total cost" of the MSC project doesn't even include the costs of land acquisition and replacement. The "total cost" projection doesn't include the current exorbitant inflation rate. The "total cost" projection doesn't include the loss of tax money from the profitable farms and businesses that the MSC will pave over, or from the citizens whose homes will be destroyed and who will likely move from the area.

Income taxes, payroll taxes, property taxes, personal property taxes, sales taxes - all of those revenue streams will be reduced when a new-terrain MSC paves over productive farmland and prime cropland, affecting not only the farmers and their families, but all the agribusiness industries that support those farming operations.

The loss of those revenue streams will then, in turn, affect the operations of the county - schools, libraries, townships, fire departments, all other county services will see their income reduced.

Then add the increased burden on the cities and county to maintain the portions of the existing US 231 that will be removed from INDOT's road inventory and placed on the cities' and county's road inventory to repair and maintain, when a new-terrain US 231 is constructed.

For what?!?!? A savings of 5-MINUTES from Jasper to Indianapolis. It will take a lifetime (or two, or three) of truck traffic saving 5 minutes travel time, to offset even a small part of the cost of the new-terrain US 231 Mid- States Corridor.

Response

Taylor, Marilyn

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Marilyn Taylor and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

Mid-States Corridor will destroy farms, land, homes, businesses, trees, nature, etc. don't want or need just to save 5 to 10 minutes to a drive. Just fix 231 highway!

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wittmer, Maris

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I live on a farm that has been in my family for many years. it provides an income from me. I am a widow and if this road comes through it will most likely cut my farm right down the middle causing my to lose lot of land. Plus all the other homes and businesses, it will take.

I really don't think we need another road, just upgrade 231 which will cost a lot less and not destroy land, homes and businesses.

Response

Lange, Martha

2 – Alternatives

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

As a resident of Dubois County, I write in strong opposition to the mid states corridor project and the preferred alternative P route. This project will be detrimental to agriculture and our rural communities. Our farm ground is essential to the local and state economy. And INDOT has selected around that has the highest potential impact on our land. This row will split farms and go through hundreds of acres of farmland, forests, and wetlands.

I fully understand how vital Indiana’s roads and transportation corridor are to Hoosier farmers and communities. However, the harm this project will cause to our farmland and rural communities outweighs the potential benefits. Thank you for your consideration. This highway will take my house, we have lived here since 1959.

Response

Frizhanger, Martha

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.23 – Karst Impacts

Comment

I Prefer this alternative (Alternative P) for many personal reasons.

1. One of the proposed routes would have gone right through our family's homestead where someone from our family's homestead has lived
2. There is a cemetery where old and recent burials have occurred which would need to be exhumed
3. there are 6 ponds because of natural springs and deep sandstone valleys have been modified which would be difficult to build upon

Response

Lange, Mary

2 - Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I AM OPPOSED TO THE BUILDING OF THE MID-STATE CORRIDOR and here is why!!

My name is Mary C. Lange. I live south of Huntingburg near where the proposed Mid-State Corridor would rip up and destroy beautiful farmland and homes along its path. Would you love to live near the noise, dust, and traffic that would cause the country side quiet to disappear and the farmer's livelihood gone??? I don't, and that is why I opted to live out in the country which I happen to love.

The safety of people having to cross this highway to go to and from work, the grocery store, church, etc would be in jeopardy. The hard earned money paid in taxes, of the people living in Dubois County, to pay for an unwanted road is obscene!!

This proposed road will make Huntingburg and Jasper ghost cities. have seen and been in many cities where this has happened!! If you think this won't be the case, you are badly mistaken.

Please use common sense and work on highway 231. Where possible, make passing zones, which would not eat up near the property along it as the Mid-State Corridor would do.

Do what the majority of the people want and DECEASE the building of the Mid-State Corridor.

My address is 4481 W. Holland Rd. East, Huntingburg, IN 47542. DON'T DISTROY THIS LOVELY, QUIET BIRD FILLED AREA.

Response

Rothert, Mary

2 - Alternatives

3.24 – Agricultural Impacts

Comment

As a taxpayer I oppose the needless, expensive construction of the mid states corridor. It parallels existing US 231, which could simply be improved. The unnecessary project will destroy natural resources that belong to all of us. It will deprive farmers and family land owners of their land.

Response

Todd, Mary

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am writing to urge you to save my family's farm and other farms threatened by the Mid States Corridor route.

My family owns a farm in Whitfield and has owned it for well over a century- since 1839. While I do not live there, several family members do, and I still consider it home. The farm and other century farms represent a legacy of Indiana and American families seeking a way to make a better life for themselves and their descendants. The cultural and historical impact of these farms is invaluable. As well, they are the embodiment of Christian social teaching of care for creation, stewardship of the earth, and providing food for others.

These farms are still in production, and the farmland that will be taken away by the highway is very productive. Family farming in general provides economic, environmental, social, and cultural functions. Family farm activities are crucial to feeding others, combating hunger and fighting malnutrition. They also protect biodiversity and environment and support the ecosystem. Agricultural production needs to increase to meet the demands of a growing world population.

The route would destroy much productive land and any future legacy for which my family can hope. The small amount of travel time savings is far outweighed by the disadvantages of destroying this farm. I am urging you to reject any new terrain routes for the Mid States Corridor and instead focus on improvements to make existing routes safer and more effective. Please save our home.

Response

Kamman, Matt

2 - Alternatives

7 – Comments, Coordination and Public Involvement

Comment

My name is Matt Kamman and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Let the majority have a voice.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Loehr, Matthew

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

Where to start, there is nothing buy negatives to this project.

1. Destruction of people’s homes
2. Destruction of farm land
3. Destruction to the environment

The so called “good” of this road is to bring more business and more efficient travel to the area. It will bring none of those things. We have plenty of roads now that are poorly maintained. What if the people’s homes and farmland will this destroy? Let me tell you what will happen. Those places that have been in the family for generations. First, the owners will receive lowball offers for their property. They will be bullied into taking far less than that the property is worth. If they don't sell? Imminent Domain. They will receive what someone says their ground is worth and it won't even be close. There is literally only negatives to this project. Those that are for it just think. What if it means your home, what if it was your property?

Response

Barrett, Melanie

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Melanie Barrett and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

Waste of taxpayers money just take care of what we already have.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed

Response

Barrett, Melanie

2 – Alternatives

3.10 – Noise Impacts

3.14 – Visual Impacts

Comment

No- of course I don't want the MSC cutting right through our 'backyard' and ruining the peacefulness of this area (The West Breitenbaugh Lake). While I understand your desire for improved trucking route and a shot at improving tourism to learn the route to the east side of Jasper is a tragedy. One of the main attractions for tourists is beauty and solitude which the east side uniquely provides in the Jasper area. After driving a major portion of the scenic highway the fall one year-my husband and I were struck by the fact that the prettiest area we viewed all day was our own neighborhood... including the land neighboring Sultans Run. A comment supporting running the MSC to the east side stated that it is not as developed as the West side. I must ask why should those of us who appreciate less development and are taking care of the land on this side of town be discriminated against for appreciating wide open space more conducive of all God's creatures??

Re: the plan to run a road parallel to existing US 231 is totally insane. Hwy 231 is already one of the straightest routes on the map. Just widening the existing Rd designating one lane for trucks only if necessary. I cannot imagine the eyesore and confusion a parallel/Criss crossing Rd would create. What is going to be done for any future roads as to restoring aesthetic beautiful and eliminating the noise pollution?

Response

Buening, Melissa

3.3 – Social Impacts

3.5 - Relocation Impacts

3.24 – Agricultural Impact

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I am opposed to the Mid States Corridor because it will cost millions of dollars to build. my children will have to cross this road four times a day! My children's lives will be in so much danger crossing those lines of traffic! Huntingburg does not need this road! Is this road is built our house will be in the pathways of this road if not our house and houses around us. So you want us to uproot our family for a road. What a disappointment! What about all the farm ground that is food that people eat. We do not need this road!

Response

Eckert, Melissa

3.5 - Relocation Impacts

3.7 – Traffic impacts

3.10 – Noise Impacts

3.20 – Groundwater Impacts

3.24 – Agricultural Impact

Comment

My name is Melissa Eckert and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

Major concerns about road pollution and noise pollution. There will be an increase of traffic on our front road of the house. The current traffic is heavy enough with people coming into Jasper for employment. Taking more farmland away from our farmer that are making a living to produce products for our consumption

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed!

Response

Hochgesang, Michael

3.13 - Cultural Resource Impacts

3.18 – Wetland Impacts

3.24 – Agricultural Impact

Comment

I am totally against the move on south east of Jasper. We just went to Indy to recognize our farm for 3rd generation. We thought that this was really awesome. And then we got home and found out they wanna take our farm. Wow. Our farm is over 100 years old. It has the big wooden pegs and holding the massive rails together. This is a historic site. It has the old forks in the ceiling where it has a massive fork pull up the hay with horses.

What is shock when we heard this! I take my grandson fishing in our pond. How do you explain that to a kid who wants to fishing? that is our safe place our original home place. All my brothers and sisters enjoy going there. It is our happy place, how do you take our land from us.

Response

Pfister, Michelle and Paul

0 – Summary

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

7 – Comments, Coordination and Public Involvement

We are writing to voice our disapproval of the Mid-States Corridor Project. As proud residents of Jasper in Dubois County, it is very troubling to see the unprofessional handling of this project to date.

Points of concern:

- There has been no public input opportunity to approve the study.
- The law allowing the RDA to raise public funds for the study while removing the provision for public referendum is truly un-Democratic.
- The people advocating for this road are a select few business people and politicians. These are leaders who are ignoring the wishes of the community, for their own benefit, which is very un-Democratic.
- The idea that building a 54 mile road, at a cost of 1 billion dollars, to save 5-15 minutes of travel and perhaps allow a handful of homeowners to back out of their driveway a little easier is a sinful waste of taxpayer money. The intent becomes even more egregious when you factor in that the road will be parallel to an existing road (231) which is to be upgraded, further illustrating the poor financial decision the Mid-States Corridor is.

Truly the \$1 billion dollar price tag is an unfair estimate, as it does not include the immeasurable costs - the negative impacts to families, to homes, to farms, to our environment, and to our community. It is heartbreaking to imagine the harmful effects of this road. Living in Dubois County is picture perfect in so many ways - rolling hills with trees and wildlife, countryside farms, sweet family neighborhoods. This corridor would only rob us of these gifts.

Furthermore, it is the responsibility of leaders to make wise decisions for the future and for the benefit of the majority. Our collective future survival depends on the health of this planet. Society's current call to action is to make decisions considering the environment as a key stakeholder. Destroying 900 acres of woodland and wetland to build a road we do not need is simply immoral, and a true detriment to future generations.

The Courier & Press Article "'We're going to displace people': Person who worked on Mid-States Corridor now opposes road" published May 23, 2022, provided great insight from a former member of your project team, Leigh Montano. "Every step of the way we looked at this, no one had confidence in the project. We're going to displace people. We're going to move farms. We're going to impact wetlands and wildlife and agricultural fields. And for what? Why are we doing it?"

Mid-States Tier 1 DEIS Comment

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Our hope remains that after truly listening to the people of this community, and properly weighing all the risks and harmful impacts, you will find the right decision is to abandon this initiative and instead help preserve the charm, beauty and health of Dubois County and Southern Indiana.

Response

Hubster, Morgan

2 – Alternatives

My name is Morgan Hubster and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

This is dumb we need to fix roads we have.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Our hope remains that after truly listening to the people of this community, and properly weighing all the risks and harmful impacts, you will find the right decision is to abandon this initiative and instead help preserve the charm, beauty and health of Dubois County and Southern Indiana.

Response

Reckelhoff, Mr. and Mrs. Eddie

3.5 – Relocation Impacts

I am from the Schellville- St Anthony- Celestine IN. area I am against the Mid-States corridor for several reasons. It will take land and homes from rural people. It will put a road on someone's back door. We do not need this road, I can get any direction within minutes without traffic slowing me down. We do not have a traffic problem in Dubois County Indiana.

Response

Libbert, Nathan

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

My name is Nathan Libbert and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

I grew up in a farming family we take our ground, houses, and farm seriously. For a stupid unneeded road to come through Dubois County and ruin land, houses and other valuable possessions for people to line their pockets. For one the money needed to build this road is just crazy. Drive any road in the county they are already in bad shape and they try to patch that don't help. Take care of the roads we have already! I guarantee the ones wanting this road were not give up their ground to build this unneeded highway. As they always say money talks, look who is all supporting this road.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Knepp, Nicholas

2 - Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

To whom it may concern,

I am opposed to the Mid-States Corridor.

This proposed road will displace up to 149 residents, business, and institutions for a project that is not wanted or needed.

It is projected that this road could bring in up to 7,000 or more people to the area. There is already a housing shortage! Where are 7,000 more people supposed to find housing unless more farmland, forests, and personal land is acquired or purchased? This tier I EIS doesn't take into account the future environmental impacts of more destruction to the environment to make room for this additional permanent and transitory population.

In addition to a lack of housing even for the current population, where are these additional people supposed to work? Once again, more land and property will have to be acquired and purchased to construct new buildings to try and entice businesses to come here.

The EIS is already projected to take up to 3,200 acres for the road. For additional housing development and businesses, the public has not been provided any information about how much land will be required for these additional impacts.

I believe the \$75million already approved and allocated toward upgrading US 231 is adequate for this area. I do not support any additional taxpayer funds to go towards any future environmental studies or construction.

Response

Wagler, Owen and Martha

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.8 – Title VI/EJ Impacts

3.9 – Noise Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Reasons to Forego Mid-States Corridor:

1. Disrupting peaceful country lifestyles.
 - A. We chose to live in this country and value our privacy.
 - B. Taking away what we worked all our lives to achieve is devastating.
 2. Depreciating remaining real estate value.
 - A. Cutting through the middle of our farms or property, leaving REMMANTS of any shape will have a negative, multi-generational impact.
 - B. Resale value will be largely reduced, and property will be nearly impossible to sell, yet will still be taxable.
 3. Creating dangerous and difficult crossovers.
 - A. Will be dangerous for horsedrawn farmers to crossover to farms.
 - B. Also difficult to visit family.
 - C. Creating a religious service impasse for Amish family is located on the east side of the corridor as well as the rest of the congregation to crossover.
 4. Making horsedrawn transportation difficult to Loogootee.
 - A. dangerous commute for the Amish to travel to Loogootee on business, etc.
 - B. also dangerous for the Amish to obtain health care in Loogootee.
 5. rich get richer, poor get poorer.
 - A. We understand the well to do are controlling this projects.
 - B. there is absolutely nothing in it for us.
1. We can look forward to monetary loss, real estate loss, loss of our homes.
 2. we will be grieved with a lifetime of wasted labor.

Mid-States Tier 1 DEIS Comment

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- 6. Not enough travel time saved to warrant a corridor.
- A. Not enough benefit from new corridor to compensate loss of farmland, businesses, etc.
- 7. Displacing farm animals.
- A. so much concern for natural wildlife.
- 1. Many species can go nearly anywhere to build a home, but my horses do not have any such option. two of our horses with young foals are growing on our property within the proposed corridor. They need to be respected- just like your natural wildlife, you are not allowed to be disturbed!

Solution

Don't take these animals homes. Don't take all these humans homes. Save these prosperous, lifesaving, sentimental, and ethical, family farms, businesses, and avoid creating ghost towns out of our small, rural communities. Forget the corridor. Give Jasper their bypass and install passing lanes where ever possible on 231 to avoid unnecessary grief and turmoil and unspeakable loss of property, homes, and businesses, etc. thank you

Response

Brosmer, Patti

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

My name is Patti Brosmer and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Please improve 231 and not disrupt farms, family homes, family heritage. I am against the mid states corridor. Please respect our wishes and do the right thing.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Eckert, Paul

2 - Alternatives

3.5 – Relocation Impacts

3.7- Traffic Impacts

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.24 – Agricultural Impacts

My name is Paul E Eckert and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

1. you don't have funds to keep current roads up don't really know how you can afford a new road.
2. The amount of damage of personal property and nature is unbelievable.
3. Not to mention the amount of pollution to the areas.
4. You are taking away personal property that has been in families for centuries
5. I moved out here for peace and quiet, you are making more noise pollution in our areas
6. you are cutting off country roads and access for emergency vehicles to reach residents

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wagler, Phyllis

2 – Alternatives

3.2 – Land Use Impacts

3.24 – Agricultural Impacts

Comment

I oppose any new terrain of a Mid-States Corridor. I would support any upgrade of the current 231 highway.

I do think the cost of this is astronomical! I-69 is only 20 miles from Jasper area, and new terrain is not justified! In today's world we do not need more taxes, more concrete, when we need to be sustainable with our food supply. It does not make sense to use prime farm land, or even any agricultural land, when we need to worry about our food supply in this country. We import way too much and need to keep our environment as is, and become more independent with our food supply. We cannot do that with added concrete. Southern Indiana is a rural area and we like it that way. Your study says the number of acres is 1,354 to 1,832 of general farm land and 520 to 733 of prime farm ground could be taken. That is outrageous and for what? For saving trucking minimal minutes of time for a few companies? Drive to I-69 via Petersburg as Planned in the past studies!

This Mid-States Corridor Tier 1 study was near \$7 million with one of the core goals of travel time saved, with a trip from Jasper to Indianapolis will only save 2-5 minutes, as noted in one of your charts in your DEIS. Route P is the second longest route, and will cost 735 million dollars to 1,052 billion dollars, (3rd highest cost) with 2,497- 3,226 acres for new right of ways (3rd highest). These costs include only construction costs and exclude additional costs such as right of ways, relocations, design, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add billions of dollars on top of this. Compare this cost to the minimal travel time gained and so-called connectivity and the cost does not outweigh the minimal gain!

Wake up and see what you are doing! This environmental study will do nothing for the environment, if your rubber bureaucratic stamp gives this the OK to proceed... as this corridor will ruin our environment/ STOP THE MID-STATES CORRIDOR!

This highway will uproot lives and the lively hood of hundreds of people. Taking valuable farm land in a time of food shortage is OUTRAGEOUS! IT NEEDS TO BE DITCHED!

Response

Wendholt, Amelia

2 – Alternatives
Comment



Response

Vollmer, Caroline

2 – Alternatives
Comment



Response

No Last Name, Marilyn

2 – Alternatives

3.24 – Agricultural Impacts
Comment



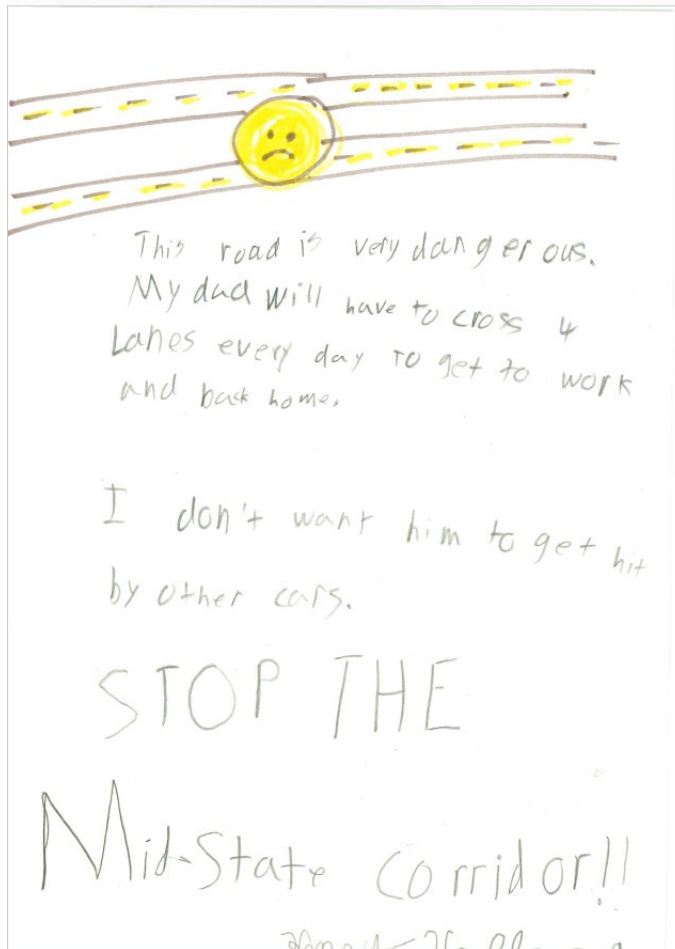
Response

No Last Name, Marilyn

2 – Alternatives

3.7 – Traffic Impacts

Comment



Response

Doyle, Rachel

2 – Alternatives

3.7 – Traffic Impacts

Comment

As a tax-paying Hoosier citizen, I am vehemently opposed to the Mid-States Corridor Project.

The Draft Environmental Impact Statement claims to save time for travel between Jasper and Indianapolis. That very minimal time savings (maximum 12 minutes) will only be realized by the few people who will travel from Jasper to Indianapolis via US 231. Everyone else in the region, residents and visitors alike, will be forced to travel miles out of their way every day to get to an intersection to cross the new-terrain highway. The roads they normally use to get to-and- from Jasper, Huntingburg, Ferdinand, Patoka Lake, and elsewhere in the area will be impacted. County roads will dead- end, state roads will meet the new-terrain highway at dangerous, highway-speed intersections. Traffic on the heavily traveled roads in the region will bottleneck as traffic tries to cross the new-terrain US 231, especially during times folks commute to and from work each day.

The Dubois and Martin County region will be better-served by the already-pledged \$75-million-dollar US 231 improvement project that Governor Holcomb announced June 11, 2011. That project is set to begin in 2022 and as announced, "the project will include added travel lanes, passing lanes and intersection improvements at strategic locations. According to the state, the improvements will significantly reduce congestion in the Jasper and Huntingburg areas and improve safety and mobility throughout the approximately 48-mile corridor from 1-64 near Dale to 1-69 near Crane."

<https://southernindianabusinessreport.com/2021/06/11/holcomb-announces-75-million-for-u-s-231-improvements/>

We do NOT need a new-terrain US 231 that will cost upwards of a BILLION dollars to construct, when a \$75-million- dollar project is already in the works and will achieve the goals of the new-terrain highway - ease congestion, save time by adding additional lanes, etc. MORE ROADS ARE NOT THE ANSWER. Correctly maintaining existing roads is a much better choice. And will save Hoosier taxpayers' lives, time and money.

Response

Hoffman, Rachel

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Rachel Hoffman and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

I don't want another road. We do good too early work on the roads we have. Rich politicians take it for granted. There is people who live outside of southern IN that say this line is so beautiful! Why can't you use the road money for some better for the people. Why not don't you (words deleted)? Roughly 3,000 acres of farm/forests acreage, that you think you can just take. The money you give for that land will never represent the actual value. You can't do anything with the land between Jasper and Huntingburg. Give up! If we wanted to live in the big city, we would be living in Evansville and Indy!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Wendholt, Rachel

2 – Alternatives

3.3 – Social Impacts

3.5 – Relocation Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I do not feel it is needed for Huntingburg. It's going to cost millions of dollars and take people's homes. It will be a large highway that my children will have to cross several times a day for school. It will be far more dangerous.

Response

Stemle, Randy

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

My name is Randy Stemle and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

I am totally against the mid states corridor. Please do not spend anymore of taxpayers dollars to continue to study this project. Furthermore, it will affect wildlife and wetlands.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Wittmer, Rebecca

2 - Alternatives

3.5 – Relocation Impacts

Comment

The most embarrassing part of this whole project is that a few wealthy business owners from Dubois and Spencer counties don't like the drive their trucks are required to take. It will save approximately 10 minutes of time and in order to do that you will steal entire families livelihood, homes and future. That cost, let alone the actual money spent to make this road, are too much for anyone to bear.

There is a perfectly good alternative to building this road that with a few upgrades might just get you everything you are trying to accomplish. US 231 is a road that if upgraded can be and would be a perfect solution to the flow problem you site in your argument for this corridor project. It would cost less money, take less land and can hold more traffic than it has currently even in its' current condition.

In fact, the governor approved \$75 million of improvements along US 231 between Crane and Dale. These improvements include passing lanes and improved intersections and also include upgrading to 4 lanes in Huntingburg and Jasper.

There is not a single reason sited that is valid to consider this Mid-states corridor project. You should think twice about making it a reality before taking such an ill-fated path. Trying to go forward with this project shows a severe lack of common sense and judgement.

Feel free to contact me if I have left any doubt as to my thoughts on this project.

Response

Kahle, Regina

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I believe this project is a waste of tax dollars and is not necessary. We already have 231 highway. I believe this is being pushed with those in the area who gain financially. Local senator and casino people. This will destroy family farms, homes and livelihoods of people in the area for what? Another big highway to keep up, while the 231 highway maintenance gets worse. I believe the environmental impact on all wildlife will be worse than is anticipated. Have seen several poor box turtles trying to cross I69- well that didn't go well.

I AM STRONGLY OPPOSED TO THE CORRIDOR

PS this will not affect my home etc.

Response

Hupp, Rhonda

0 - Summary

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

Comment

I am writing to state my opposition to the Mid-States Corridor. This road is not needed or wanted in Dubois or Martin Counties.

"The predicted potential economic improvements, such as better access to the workforce for regional employers, higher population growth, or a reduction in poverty, are not compared to other existing or potential strategies such as improvements in housing, workforce development, or quality of life, which may cost less or come with less environmental and private property damage." Hoosier Environmental Council flyer.

I DO NOT support the displacement of up to 149 of my neighbors and private property damage for a road that will only save up to 5 minutes to Indianapolis and even less to other travel locations. Pushing this unnecessary road for such negligible improvements is a waste and abuse of taxpayer money which will further contribute to pollution and climate change issues.

I do not support the Regional Development Authority that was made possible by Senate Act 128. This law should be repealed to give Hoosiers their voice back when it comes to large infrastructure projects like this that have huge negative impacts, particularly to rural communities whose quality of life will be dramatically reduced. It's a shame our representatives in Indiana don't really care about their constituents' opinions, only that of big business it seems.

Response

Heeke, Richard

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I STRONGLY OPPOSE THE MID-STATES CORRIDOR.

Constructing a new-terrain US 231 corridor will not relieve traffic congestion in Huntingburg and Jasper. The heavy truck traffic that is in this area is traveling our roads, including the existing US 231, because those trucks are making deliveries to the manufacturers, retailers and distribution facilities in Jasper and Huntingburg.

Even if a new-terrain US 231 would be constructed, that heavy truck traffic would STILL be traveling our roads, including the existing US 231, to make deliveries to the manufacturers, retailers and distribution facilities in Huntingburg and Jasper.

Destroying our rural landscape, destroying our farms and homes and businesses, will not change the truck traffic that is traveling to/from/through Jasper and Huntingburg. Destroying our rural landscape, our farms, homes and businesses will be for nothing.

What a complete waste of time, money, resources, farms, homes, businesses!

The project originally listed traffic congestion as a primary goal. When the studies indicated there wasn't enough traffic congestion to warrant the project, traffic congestion was demoted to a secondary goal.

Adding more roads will only create additional congestion. Look at areas like Evansville, Louisville, Indianapolis, Bloomington.

It will be a much wiser option to allow the already-planned \$75million US 231 improvement project to fix the existing road. That project is already planned to address any congestion issues in Jasper and Huntingburg. It will also make traveling on the existing US 231 safer by adding turn lanes, additional travel lanes and passing lanes.

ABANDON THE MID-STATES CORRIDOR PROJECT. Save the multi-Billion dollars and use it on existing road repair and maintenance.

Response

Leinenbach, Richard

3.3 – Social Impacts

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

My name is Richard Leinenbach. I grew up in Ferdinand and have lived here much of my life. I have seen lots of new roads around here including I 64 and the industrial bypass in Ferdinand. I am 81 years old and none of these roads have made this a better place to live. What we need is to take care of what we have- farm lands, families and all the things that make small towns are good place to live. A new highway will not do that- it will take away homes and farms, and increase crime and pollution. It will also add to the crippling debt facing our children and grandchildren. Please don't do it so a few people can make more money.

Response

Buschkoeter, Rick

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

My name is Rick Buschkoetter and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I am very upset with how much farmland you will be taking along with how much tax money you are using it will be a useless road for only 5 min difference in travel this will affect us the rest of our life. if this has to be through make the people who are for it pay for it. I think it should have been voted for but you all know how to get around that and is not wanted

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Hautsch, Roberta

2 - Alternatives

7 – Comments, Coordination and Public Involvement

Comment

The general public has a voice, so please listen. The Mid-States Corridor is not wanted nor is it needed.

Who would believe that this Corridor study will yield an unbiased result? How could it when it consists of some local officials wanting this bypass built along with a totally biased, appointed committee with the same agenda ... the RDA (Regional Development Authority). Initiating this bypass study, agreeing to pay for part of the Tier 1 study with local funds while allowing silent, wealthy partners to throw-in millions of dollars for the rest of this study is absolutely unheard of! All of this was preceded by purposely eliminating the need for general public input.

Let's be honest... NO ONE believes this Corridor study is or will be an unbiased report! A cascade of inaccurate, projected statistics & unrealistic needs are spewed in local news articles & in public speeches. Look beyond this nonsense.

Studying the facts will warrant this conclusion ... the Mid-States Corridor is not necessary for so many reasons!

Response

Popp, Rose

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

I OPPOSE THE PROPOSED MID-STATES CORRIDOR IN ANY FORM.

The costs for the proposed project are astronomical and are NOT a wise use of taxpayers' money. The project is estimated to be up to \$1.052 BILLION. And that doesn't include the current inflation gripping the nation which will easily double or triple the estimated price tag. AND it doesn't include costs for land acquisitions which will also be extremely high due to the current inflation and insane real estate market.

With the costs of fuel, food and other staples skyrocketing, we Hoosier taxpayers cannot bear the cost of an unneeded and unwanted new-terrain highway that will parallel an EXISTING US 231. Every day Hoosiers have to make tough choices on what they can afford and still stay afloat, spending money on only the bare necessities. INDOT, the Federal Highway Administration, the Mid-States Corridor Regional Development Authority, Lochmueller Group and the State of Indiana must also make those same tough choices, spending taxpayers' money on only the bare necessities- the "needs" and NOT the "wants" - the "wants" of rich businessmen who are aiming to get richer by putting the burden of an unneeded, unwarranted new-terrain highway squarely on the backs of the folks who will lose their homes, their farms, their businesses, their heritage, their way of life. Funny how those same rich businessmen do not have any property in the "kill zone". How did that happen?

The State of Indiana last year announced a project to improve the EXISTING US 231 that will cost between \$75 and \$78 Million. That project is slated to begin in 2022 and already aims to improve congestion in Huntingburg and Jasper, and improve safety and travel time by adding additional travel lanes, passing lanes and left-turn lanes. Follow through on that announced US 231 improvement project and ABANDON the Mid-States Corridor Project. THAT WILL BE A SAVINGS OF A COUPLE OF BILLION DOLLARS, a couple of BILLION DOLLARS that Hoosier taxpayers can ill afford.

It's time for your project members to DITCH the Mid-States Corridor Project. It's time to be wise stewards of Hoosier taxpayers' money. This is NOT a NEEDED project. And it is not WANTED by a huge percentage of area residents. If you remove the rich business owners promoting this foolish project, you will be hard-pressed to find any other supporters of this wasteful folly.

STOP THE MID-STATES CORRIDOR.

Response

Fritch, Ruth

2 – Alternatives

3.9 – Air Quality Impacts

3.16 – Threatened and Endangered Species

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.25 – Ecosystem Impacts

Comment

I am writing with my concern about the Mid-States Corridor project and the recent Tier 1 DEIS that is recommending the proposed route P. First, I want to say I am opposed to any new highway because of the negative impact it will have on our environment in Southern Indiana and contribute to the climate issues we are experiencing and getting worst. Aren't we supposed to be working to improve our climate issues? INDOT should be working on improving our existing roads and not destroy more land.

The proposed route will remove anywhere from 629 to 923 acres of forestland. This is disturbing knowing that our trees and forests play a key role in absorbing CO2 emissions. According to the study, it states that the greenhouse gases with this project will increase. While it says the increase will be slight, the report tries to say with the projected increase in electric vehicles, it should offset any increase. How can you know this? It will take years to offset this destruction when INDOT should be working on ways to reverse greenhouse gases. I am also concerned about the air quality that will get even worse with this new highway.

There are a lot more concerns I have that this study does not include. The construction alone will have a negative impact on the climate issues we are experiencing. Building a new highway will cause more chemical and pollutant run-offs into our land and water systems and the highway will increase noise pollution and litter. This project is going to destroy natural habitats for the wildlife and create dangerous barriers that will drive them away. In addition, according to the study, route P has the most negative impact for protected species within the 2-mile boundary. Why doesn't the study talk about other wildlife that live and depend on the land?

Southern Indiana is known for its rolling hills, forestland, and beautiful scenery. It is special and I want to keep it that way. The DEIS shows disastrous environmental and climate impacts and that should be enough to know that building a new road in our area is a bad decision.

Response

McAtee, Ryan

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Ryan McAtee and I want to let you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

Dubois County needs a bypass around Jasper. Martin County does not need or want a four lane highway. We are not willing to give up our farms, homes or businesses to better serve businessmen from our South to Dubois. Improve US 231 through Martin County- is a win for everyone.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Verkamp, Ryan

3.7 – Traffic Impacts

3.14 – Visual Impacts

Comment

I am writing this letter to tell you to please stop the process of the mid states corridor. This is an unneeded and unwanted road. It will cause many problems and only really solve one minor problem. the business owners in Jasper and Huntingburg think it is necessary but what about the rest of us. It will cause our daily lives to have transportation problems every day. I live in Schnellville IN and found out this road would negatively impact my drive to Jasper.

Also, our county is such a nice place just the way it is. Please don't cut through a beautiful land with an ugly unneeded road.

Response

Frick, Sandra

3.3 – Social Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I do not see any purposeful reason to pursue this road for the majority of residents in the area effected. Many farmers will be affected by this more so then the few businesses it will benefit. also concern for Southridge H.S. students. I see this really is wasteful spending. I can currently get to Indy in 2 hours already. This road is not necessary! STOP.

Response

Buse, Scott

2 – Alternatives

3.5 – Relocation Impacts

3.9 – Air Quality Impacts

3.18 – Wetland Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

With inflation and cost of living increase and already increase cost of taxes we feel, we cannot afford to put this kind of money forward in initial costs and then maintenance on another road. Cost of this road exceeds need and benefits. I oppose any new Terrain highway routes including route P- the cost does not justify the devastation to the environment, increase pollution, decrease air, water and soil quality or changing the wildlife wetland, forests and farms. Hundreds of Hoosiers will see family homes, farms and businesses destroyed. Displacing these does not justify the need of the project. Time saved is negligible, as per the stated goals. Greater need to fix existing roadways and explore alternative transportations. Have you considered improvements to 231 highway? Widen especially between Dale and Huntingburg- between Huntingburg and Jasper- Jasper to Haysville and Hayesville to Loogootee & Loogootee to I-69? The water and sewer lines are old in these towns and probably will need replaced down the line anyway. it would be wasteful to create a new terrain anywhere near this road. Listen to the people.

Response

Corn, Scott

2 – Alternatives

3.5 – Relocation Impacts

3.7 – Traffic Impacts

3.10 – Noise Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Scott Corn and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

This road is going to bring more noise near my home, it will block a lot of country roads. Also, the money that is being spent without our approval is not right. We need lots of other projects done other than a road that will only save 15 mins of travel.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Buechler, Sheila

2 – Alternatives

3.5 – Relocation Impacts

3.10 – Noise Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Sheila Buechler and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

The mid states corridor will destroy farmland, forest, and homes. For me personally it will destroy my neighbors homes and ruin the country landscape that I have known and loved my whole life. I will hear the traffic and won't be able to leave my driveway without seeing that unnecessary superhighway. Improving US 231 can improve traffic flow without impacting the environment and lives of so many people. I hope the country setting that my kids have been growing up can be preserved.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Pund, Sheila

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Sheila Pund and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far too many things that don't add up.

It is NOT necessary to take my house and farm ground. we will never find another place to live a rural area for the amount of money you will pay us. The road is not needed.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Wendholt, Sheila

2 – Alternatives

3.3 – Social Impacts

3.7 – Traffic Impacts

Comment

My name is Sheila Wendholt and I am 100% opposed to the mid states corridor! there are so many reasons why I am opposed but my letter would be pages and pages long and the likelihood that you would actually read it would be very low.

I want to start out by saying you're at the beginning of the project. Most of my dad's family lives on 231 between Saint Henry turn off and the airport. They have lived there for more than 50 years, raising their families. This road will cut through the heart of 5 houses in my family alone.

The biggest concern along with the wiping out of my family and their history is SAFETY! 231 is the center of southwest School Corp. School buses will cross this road to pick up children and cross back again to get back to the Holland elementary school. This happens in the morning and happens in the afternoon once school lets out. My understanding is there will be no overpass by Holland Rd. E. which goes from Holland area to Ferdinand. How are you going to ensure their children will be safe going to and from school when they cross this road four times a day, 720 times a year? I've talked to school bus drivers in our area district and others. (We have a great shortage of bus drivers in our area by the way.) I live in Country Life. Our bus drivers are not used to crossing four lane highways. The drivers all said they would not want the responsibility of crossing four lane highways with buses full of children were cross traffic will be going 65 to 70 mph. One driver told me she would quit. Are you going to guarantee that our children would not be in deadly accidents crossing this horrible road? Of course not! Once this road is built you will wipe your hands of it and move on to your next craft project funded by dirty, smelling money. J-turns are even more ridiculous. Buses will actually have to cross FIVE lanes to get across

In our area alone we have dealt with Giant Power Lines that just went up across our properties, the possible pollution from the Coal to Diesel Plant, the poison water they would want to bring from the Coal to Diesel Plant to the Huntingburg Lake. The supposed water would run underground through our area. And we now have to deal with this awful 4 lane highway known as the Mid-States Corridor. What more can our neighborhood take? Our politicians are trying to break us. Do they want us to leave?

It's kind of funny how none of the pushers of this road are effected by this road. They all live and work on the west side of it. We have to live this road everyday! We the people and our children who have to travel east to west will LIVE this road EVERY SINGLE DAY!! Where's our safety? Where is the concern for us?

Until you can ensure that our children, transit workers, farmers with tractors, combines and other heavy equipment are safe crossing this road, I kindly ask that you reconsider your options and use the millions of dollars to repair 231 to its potential with out a four lane highway parallel to it.

Response

Ingram, Sheila

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I feel this corridor will disrupt many family farms and properties. I feel that we need to take care of the roads we have now instead of building a new one and destroying family memories!

Response

Buschkoetter, Sheryl

2 - Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Sheryl Buschkoetter and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

Why make an entirely “new” road when US 231 is already in place and could be widened and improved- it seems to me to be a great waste of tax payer money to have a mere 5 minutes of travel time! DOES NOT MAKE SENSE!! lots of destroying property, homes and farmland for next to nothing! I'm extremely against it going through!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Fritch, Sid

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Sid Fritch I am writing because I am against the Mid-States Corridor project.

Why is it okay to take away people's homes and farms? Where will they move to? Many of these people are life-long residents who purchased land years ago, built their homes, raised their families, and provided land for their children to build their homes. And now you think it is okay to take that away from them. What about the precious farmland, the farmers that have worked the land for years, many of the farms in the families for generations. You are going to take their land, their homes and their source of income and leave them with no where to go. The people that want this highway should be ashamed of their actions. They seem to be fine, as long as it doesn't take their home, their land, or their business.

The study shows that the recommended proposed route will only save a few minutes to destinations like Indianapolis and Louisville. Why would INDOT even consider such a project that will end up costing well over a billion dollars by the time it would get completed when there is not a need for it. I hear some people talk about congestion, safety, and saving time. Have these people traveled and seen what congestion and safety really looks like in larger cities? We do not have a problem here. Again, this proposed new highway makes no sense and has no real benefits. It will only result in destruction and long-term costs to support it.

The communities we have here in Southern Indiana are strong. We value our neighbors and we come together when anyone ever needs help. We want to keep it that way, not tear it apart. This proposed project is wrong.

I support the no build option only and the planned improvements to US 231. Please listen to the general public, and the residents before this goes any further.

Response

Moya, Slayton

2 - Alternatives

3.5 – Relocation Impacts

Comment

My name is Slaton Moya and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

I do not want to see it come through because I will have several hard-working families lose their home. they do not deserve to lose their rural home. please reconsider

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Rahman, Steve

3.24 – Agricultural Impacts

Comment

I AM STRONGLY OPPOSED TO THE MID-STATES CORRIDOR.

According to the 4/1/22 Dubois County Herald, 3 Dubois County farms were designated as Hoosier Homesteads. The Mutchman Farm, established in 1872, was named as a sesquicentennial farm, and the Oscar Hochgesang Farm (established 1910) and Stenftenagel Farm (established 1918) were designated as centennial farms.

To qualify as a Hoosier Homestead, farms must be owned by the same family for more than 100 consecutive years and consist of more than 20 acres. If less than 20 acres, the farm must produce more than \$1,000 of agricultural products per year.

[https://www.duboiscountyherald.com/news/local/3-dubois-county-farms-named-hoosier-homesteads/article_32ed1077-d40a-54e0-9f6e-c96eecbe0381.html]

One of those farms designated, the Oscar Hochgesang Farm, established 112 years ago (!), will be destroyed by the proposed Mid-States Corridor. It makes no sense. The State of Indiana honors a family for continuing farm production on a multi-generational farm for 112 years, while at the same time, plans to completely destroy the farm. For what? To save someone 5 minutes to get to Indianapolis?!?

The new-terrain US 231 will also make it very difficult every day for farmers to cross a new- terrain road in order to get to the portions of their farm on the other side of the highway, if they can even remain in business after suffering a major blow to their farm, their life, their existence.

Rural farmland IS NOT UP FOR GRABS for greedy manufactures and distributors in this area. STOP THE MID-STATES CORRIDOR.

Response

Rahman, Steve

2 - Alternatives

Comment

I AM VEHEMENTLY OPPOSED TO THE MID-STATES CORRIDOR IN ANY FORM.

It is fiscally irresponsible to waste Hoosier taxpayer money on a multi-billion-dollar road project that is not needed and not wanted. The State of Indiana has already pledged \$75-\$78million to improve the existing US 231through our area. The stated goals of that project include a reduction of congestion in Huntingburg and Jasper, improved safety and travel time by improving intersections, adding turning lanes, passing lanes, and left-turn lanes. This already-planned improvement project is set to start later in 2022 and will provide even more benefits than the multi-billion-dollar Mid-States Corridor, which is only projected to save 5 minutes travel time. The MSC project doesn't even focus on safety anymore.

The original "Total Cost" of the MSC was listed as approximately \$1.05 BILLION. And that was BEFORE the insane inflation and unheard-of price increases on ALL construction materials that began in 2021. As I understand it, the "Total Cost" didn't even include any expenditures for land acquisition and relocations.

The "Total Cost" figures SHOULD also include all of the maintenance costs for at least the next twenty years to maintain a new-terrain road that isn't even needed. Those costs will all come out of the pockets of taxpaying Hoosiers who are already stretched thin due to increasing costs on food, gasoline, rent, home maintenance.....

The smartest, most-feasible, and most fiscally-responsible option is to complete the \$75-\$78million US 231 improvement project, and then use the SAVED multi-billion dollars to improve and maintain all the other roads in the region that sorely need attention.

The Mid-States Corridor is a misguided project and should be abandoned. FIX what already exists!

Response

Lintzenich, Steve

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Steven Lintzenich how about you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

It's expensive, dangerous, interruptive, to families and an overall mistake to build this corridor. The only focus is an overall financial advantage and not the impact to farm, families and communities

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Schwinghamer, Sue

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Sue Schwinghamer how about you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

Spend that money to up keep the roads we have already!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Meyer, Susan

3.3 – Social impacts

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

We do not need this road. although our ground barely missed route P I don't want anyone else to suffer from this. People come to Dubois County because it's a nice scenic rolling hills. this road would be very unsafe. Sure you have fender benders on 231, but this road would more deadly. Just look at deaths on 231 by Dell. We would have to pass their road with big farm equipment plus the dangers you would put South Ridge school children. The first deaths would be on your hands. You think it would help the towns, but it will only help the people that paid off county officials. Look at Dell, Chrisney and Gentryville. Rockport already has a road and it's dying. People will bypass huntingburg and even Jasper. I don't understand your thinking. Trucks will still have to come through these towns to deliver. Dubois County is the only county in Indiana with a GDP of 4 billion without a four lane highway north to South highway so businesses are losing ok and the only thing this road will do is disrupt successful farms and businesses. Stop using our tax money for more studies this has been at least two already. Please reconsider this project? No road!

Response

Wagner, Susan

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is Susan Wagner how about you know that I am against the mid states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displaced families and their homes, cut down acres of forest land, and create a lot of environmental damage. It just doesn't make sense. I have looked at the study report and there are far too many things that don't add up.

I just don't understand why we need to build a road to save 15 minutes that costs millions of dollars. The money for the road could be used to fix 231 without taking valuable crop ground. We need to preserve this ground for so long as can to help feed the world. I know several families mine included that will be affected by this stupid pointless road. Many farms have been in the family for many years and hopefully many more.

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up its claims in this study. It is time to stop this nonsense. The mid states corridor is not wanted and not needed.

Response

Wagler, Tanysha

2 - Alternatives

3.9 – Air Quality Impacts

3.10 – Noise Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I am 100% opposed to building the Mid-States Corridor or any new highway that will destroy what we have here in southern Indiana.

The people I talk to, my neighbors, and friends all wonder why this is even being looked at. They look at me dumbfounded and say the congestion here is not bad, and when they talk about accidents it is because people are in a hurry and easily distracted. They ask will it really only save 5 minutes to Indianapolis. They ask why they want to take all the farmland away and take away more trees and forestland. They are worried this road will ruin the environment and increase our climate issues which is already bad. I must agree with them, and that is why I am against this ridiculous project that will cost over a billion dollars.

There are a lot of other reasons this proposed highway does not make sense, but my biggest concern is how it will ruin this peaceful, quiet, and scenic area we have and want to keep. Every time a big business owner or politician talks about economic development it is always speculation and projections based on nothing.

The residents and homeowners are mad. The farmers are mad, local small businesses are mad, and I am mad. The only reasonable thing to do is make the improvements on US 231 and leave the rest alone. The MID-STATES CORRIDOR is not needed.

Response

Kamman, Tara

2 - Alternatives

3.4 – Economic Impacts

Comment

My name is Tara Kamman and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

Save the family and local business that benefit from the traffic.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Cassidy, Tim

1 – Purpose and Need

3.4 – Economic Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

This road it's not necessary and I don't want my tax money going for any of this project! I am opposed to this project as it will take away valuable farmland. This project was started to fix safety and congestion issues in Dubois County. There are many manufacturing facilities in retailers like Walmart, Home Depot, and furniture and grocery stores that require so much traffic. This will not detour this kind of traffic, so this road is a waste of taxpayers money! Also this will take away valuable farmland. Farming and agricultural business is very essential to our economy. This results in loss of property taxes and loss of income for the farmers thus loss of tax revenue. There is a better way to spend taxpayers hard earned money and that is to improve the roads we already have!

Response

Cassidy, Tim

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

My name is Tim Cassidy and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana

This project will destroy valuable Farmland. Farming and agriculture are very essential to our economy and not to mention peoples way of life. Many of these farms have been in their families for decades. There is no reason to destroy our environment here in southern Indiana when all you have to do is improve the roads that we already have.

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Wendholt, Tyler

2 – Alternatives

3.3 – Social Impacts

3.7 – Traffic Impacts

Comment

Tyler Wendholt:

My name is Tyler Wendholt and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

I would have to cross this road every work day it will be dangerous for myself and our community. Buses full of school children will have to cross this road multiple times a day. Imagine that lose if it would be an accident. We do not want to sacrifice our lives and community for this road.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project.

Response

Trout, Vikki

3.3 – Social Impacts

3.17 – Floodplain Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

1. Reducing farmland impacts our country and removing up to 1800 acres would be devastating now and in the future. We already suffer crop loss across the country due to flooding and drought. Once land is taken- it can never be replaced. And who create this kind of destruction to cause a 5 minute decrease and travel time is ludicrous. Reducing the flood plan- it doesn't take a genius to realize this disaster.
2. Then there is the Highway Patrol whom is short staffed already. Are they expected to add this to their workload?
3. Forestland loss- hunters struggle now to find area to hunt. Loss of land means loss of places to go and loss of hunters will negatively impact Indiana in several ways-
 - A. decrease in license sales.
 - B. increase deer load which increases MVA
 - C. Decrease sales of hunting equipment which hurts business owners and sales tax revenue.
4. Uprooting elderly couples from their homes causing stress, moving is very stressful could cause heart attack or stroke causes deaths

Response

Sermeskia, William

2 – Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

Comment

DO NOT BUILD the Mid-States Corridor!

Why is this road study happening again, approx. 18 years later? How much money and how many studies does it take to convince a few wealthy, local business people and a few self-serving officials in Dubois County that the majority of people didn't want a US 231 Bypass back then, nor do they want the Mid-States Corridor now. Spending a large sum of local money for this Tier 1 project was totally unjustified.

The community dealt with Earth Tech years ago and now Lochmueller Group. It has all been a despicable waste of time and money. Just improve the existing US 231 with the money that was allocated by Governor Holcomb. Improving the existing US 231 through these counties should have been done years ago, so finish that task!

Putting people's lives in a whirlwind of worry and uncertainty for years is border-line barbaric, especially when it's the second time around for many people to suffer through this Bypass possibility again. It seems criminals have more rights!

Now Martin County resident's homes, farmland and businesses have suddenly been added to this unnecessary pathway called the Mid-States Corridor project. They've had no recourse but to look down upon their southern neighbors in Dubois County government and ask, "What the heck are you doing?" Don't jeopardize Martin County with a new highway right next to the existing US 231 highway that only needs a few upgrades.

Many people know that the RDA (Regional Development Authority) has taken matters into their own hands. This appointed committee along with the help of strategically positioned local politicians and some local prominent business people has only created an unjust, local government. Many Martin County and Dubois County residents want an end to this one-sided, misleading, unnecessary project. Our representatives should fight to dissolve the RDA and allow the residents of both counties to be heard. Do not fund or start a Tier 2 study.

The Mid-States Corridor should go defunct, as the 231 Bypass did 18 years ago! Call this highway project whatever name you wish...It's STILL NOT NEEDED!

Response

McAtee, William

2 – Alternatives

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

Comment

My name is William Van McAtee and I want to let you know that I am against the mid-states corridor project for many reasons. This proposed new highway will destroy a lot of valuable and productive farmland, displace families and their homes, cut down acres of forest land, and create a lot of environment damage. It just doesn't make sense. I have looked at this study report and there are far to many things that don't add up.

A good compromise and common sense approach would be to leave the new highway around Jasper, then make improvements to US 231 out to 69. No 4 lane through Martin County. The loss is too great to the people of Martin County. We do not want our land, homes and businesses destroyed or impacted in any way. This is our home, our lives!!

This proposed new highway will do a lot more harm to the area than any type of economic gain that is falsely projected without any data to back up claims in this study. It is time to stop this nonsense. The Mid-States Corridor is Not Wanted and Not Needed.

Response

Wisehan, William

2 – Alternatives

Comment

I AM OPPOSED TO THE MID-STATES CORRIDOR:

I feel that our tax money would be better used to improve the existing roads and bridges rather than build new ones.

Response

Stetter, Brenda

3.5 – Relocation Impacts

3.18 – Wetland Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

I am contacting you because I oppose the Midwest corridor. It is not worth the loss of so many homes, farms and businesses as well as decreased forests, wetlands and wildlife. My family is a third generation farm with both our girls living on the farm near us working the land that has been in the family for decades and we hope to pass it on to the grandkids. Why take our priceless land and heritage only to fill someone else's pocket because their business will prosper. You are only destroying one person's livelihood and heritage to help big business.

Response

No Name

2 – Alternatives

7 – Comments, Coordination and Public Involvement

Comment

I am adamantly opposed to the Mid-States Corridor. Just repair and improve the existing US 231 in our area.

It's our duty as Americans to stand up and be counted when decisions that affect all of us need to be made.

Many citizens are finding their voice in opposition to INDOT's Mid-States Corridor and are standing tall to share views. Signs are in yards, letters to the editor are in the news, communication with some politicians is finally happening, and people are sharing information with each other regarding the Mid-States Corridor. But most of all, we are holding our government accountable to its citizens. This is what makes a democracy strong.

Say NO to the Mid-States-Corridor! I am exercising my right as a citizen in the United States of America.

Response

No Name

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

7 – Comments, Coordination and Public Involvement

Comment

I am opposed to this Mid-States Corridor project for many reasons, but I am most anger on how the entire study process was allowed to start and residents from any of the communities that would be affected did not have a voice whether a study should be done or not.

I know over the years there have been several studies done for trying to add a new bypass highway and it was always determined too not be feasible. Then I learned with this project the way you were able to proceed was by a bill that was passed that allowed a Regional Development Authority to be formed so they could raise money for the study. Of course, a lot of that money raised was from the company owners who have continued to try to add a new highway. All this happened without public involvement. This is wrong.

Many people are going to lose their homes, their farms, and even some businesses will be Lost. It appears to me the people that want this highway don't care that this will happen because they won't Lose their home, their land, or their business. Many of the people that live and work in this area are here because they want to live in this beautiful rural area with a high quality of life. We don't want to live in a busy city. This proposed new highway will destroy all this and all because a few business owners and some politicians think it is a good idea. It is not.

Again, I am adamantly against this proposed project and this study should never have been allowed to even start yet alone allowed to proceed without giving the people the opportunity to vote on it. When it was announced last year that the Governor was providing \$75 million for improvements on the existing US 231 through Dubois County, I was happy because that is all that is needed, not a \$1+ billion new highway.

The Mid-States Corridor needs to stop now!

Response

Wagler, James

2 - Alternatives

3.5 – Relocation Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

My name is James Wagler and I am writing because I am opposed to the Mid-States Corridor project and the recommended proposed route P. Actually, I am opposed to any type of new highway that will end up destroying our environment in southern Indiana.

The corridor will take my family's 50 year farm and my parents' home. They are in their late 70's and have lived there all their lives. Our large acreage is home to many natural trees, wildlife and a pond. Please reconsider your plan!

I along with several others I talked to want to keep what we have in southern Indiana special. The improvements that are identified in the current US 231 is enough and can be done without destroying people's homes, farmland, businesses and ruining our environment. Preserve and fix what we have, we don't need a new highway.

Response

Gates, Mary

2 - Alternatives

3.8 – Title VI/EJ Impacts

Comment

I am writing you to share my opinion on the Mid-States Corridor project in Southwestern Indiana. I believe the best option is the No Build option and not the building of another highway which will be duplicating the services of US Highway 231.

The estimated cost of this Corridor is \$735 million to \$1.05 billion, and that is not taking increases in future costs into consideration. The State is already planning to invest \$75 million to improve US Highway 231. These improvements will add travel lanes, passing lanes, and intersection improvements along US 231, which will make the highway safer and improve congestion in the Jasper and Huntingburg areas. Spending millions to a billion dollars more to build a road parallel to an improved US 231 is not being fiscally responsible. This spending will take money away from other highway projects across the state that are actually needed. This Mid-States Corridor will only save about five minutes on the trip from Jasper to Indianapolis. This does not warrant the wasting of our tax dollars on duplicating highway services, and totally goes against our Hoosier values of fiscal responsibility.

Another concern I have about the Mid-States Corridor is how it will affect the safety of the Amish and Mennonite populations in our area. Farms will be divided up by the Corridor, necessitating the Amish and Mennonites to drive their non-motorized buggies and farm equipment across several lanes of traffic to get from one part of their farm to the other or to purchase their groceries or receive healthcare. This is an additional and dangerous risk that has a disproportionate effect on their population, and I feel is it discriminatory.

Please do not allow our tax dollars to be wasted on the Mid-States Corridor project, but put them to better use on necessary and needed highway projects across the state.

Response

Masterson, JoAnn

2 – Alternatives

3.24 – Agricultural Impacts

Comment

Please DO NOT SUPPORT the Mid States Corridor.

Why?

1. It is not needed. Building a road parallel to an existing road is financially irresponsible. Improvements can be made on the existing Hwy 231, such as adding turn lanes.
2. It will destroy PRIME farmland that is needed to grow food.
3. The DEIS is bias. Route P is not the cheapest or best option to meet the needs of the community...NO BUILD IS THE BEST CHOICE.
4. If Jasper (Dubois County) have traffic and infrastructure issues, they should resolve the issue themselves without destroying Martin County.

Please STOP the Mid State Corridor...it is not what the people want...it is what a few people/businesses want that have money. Do the right thing and STOP this in its tracks

Response

Schroering, John

2 – Alternatives

3.2 – Land Use Impacts

3.3 – Social Impacts

3.5 – Relocation Impacts

3.13 – Cultural Resource Impacts

3.18 – Wetland Impacts

3.19 – Stream Impacts

3.20 – Groundwater Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

5 – Comparison of Alternatives

Comment

Being a long-term resident of Dubois County, a business owner, and paying my fair share of taxes, I am opposed to spending any more tax dollars for any further studies or for the proposed new terrain Mid-States Corridor advancement. I would support improvements to HWY 231 that Governor Holcomb already has delegated funds for, which would meet the needs of the majority, and average, local residents.

When we first heard of mid states corridor, it was supposed to be I-69. Well, we got that and now they want to add another 'mid states' corridor? REALLY? I remind you that I 69, is only 20 miles from Jasper to Petersburg, this is our connectivity to I 69! We have inflation costs are outrageous, gas price hikes, taxes will increase with all the federal govt handouts, financial strains across the board for the middle- and lower-class people. We cannot face more taxes for this construction or for maintenance and upkeep of new terrain. There are minimal gains noted in the DEIS for only the trucking industries, and businesses that are financially supporting this study for their own benefit. This study is swayed to their needs and their pocketbooks.

For example, tell me why in the DEIS, when you are comparing the alternative routes in costs, you list a descriptive comparison for each route, but when it came to route P you did not even mention the costs. You list O as "high costs and high impacts to many resources" and "unfavorable rating on new acres of right of ways and cost". Route M "least favorable rating on cost and new right of way and length". Route B "half the cost of most expensive and shortest route" and "2nd favorable for new right of way". Route C "most favorable of new acres of right of way, and second favorable for cost" (DEIS Chapter 5.1.1 thru 5.1.5) Talk about trying to sway this study for those that paid you, for their outcomes, and benefits. Route P is the second longest route, and will cost 735 million dollars to 1,052 billion, (3rd highest cost) with 2,497- 3,226 acres for new right of ways (3rd highest). These costs include only construction costs and exclude additional costs such as right of ways, relocations, design, construction management, utility relocation, and contingencies. (DEIS chapter 2 page 2-15). This could add another 2 billion dollars on top of this. Compare this cost to the minimal travel time gained and the cost does not outweigh the minimal gain.

This is fiscal waste of money to build a new road! The upgrades to HWY 231 should be enough, so improve that roadway and widen it. It is less than 10 miles to get from south side of Jasper to the north side of Jasper, so no by-pass is needed. I hope that you take into consideration the farm ground that will

Mid-States Tier 1 DEIS Comment**Page 2 of 2**

be lost, the environmental changes that this unique beautiful southern part of the state will lose, loss in wetlands, and forest, in addition to increased pollution, drug and sex trafficking, decreased water and soil quality, homes, and businesses, and even national historical homes will be destroyed, and legacies. I vehemently oppose any new terrain as we cannot fix and maintain our current highway systems.

Response

Keller, Josh

2 – Alternatives

3.4 – Economic Impacts

Comment

I am strongly opposed to the proposed Md-States Corridor.

The economic development opportunities stated within the Mid-States Corridor study are all projections with no factual data for support.

Research shows that when highways bypass small and midsize communities, these places see a negative impact especially for the local, small businesses. Instead of high paying jobs, the study reveals that gas stations, restaurants, hotels, etc. will abound, but will pay a much lower wage which doesn't meet the necessities of our local individuals and families.

Dubois County is the economic center of the Mid-States Corridor study area with an already productive, local industry that has a highly-skilled labor force. Only smart-focused economic development would bring higher paying jobs, and that would grow the local economy by tapping into existing assets such as: highly-skilled labor force, available land for development, strong manufacturing, inexpensive electrical power and affordable housing.

The Mid-States Corridor will not bring those high paying jobs nor will travelers or truck drivers stop to spend money in our area... but they will continue to travel around us, to their destination.

STOP THE MID-STATES CORRIDOR PROJECT, before it enters into the Tier 2 study. It is not needed!

Response

Sit, Katrina

2 – Alternatives

3.4 – Economic Impacts

7 – Comments, Coordination and Public Involvement

Comment

INDOT selected "Alternate P" for the new road over several other options. The decision was announced in a public notice in the classified section of the Courier and Press (April 11, 2022). Why wasn't it on the front page? Is someone trying to hide something?

In 2021, the corridor faced mounting opposition. It would mostly bypass "developed" parts in its path including Jasper and Loogootee just to mention a few. Mindy Peterson, project spokesperson, declined to give specifics such as why did INDOT choose alternate P.

Smaller communities have a main street filled with shops, unique shops, restaurants, drug stores, etc. What happens when that street isn't the center of town because it's been bypassed by a new road? It dies, like several small towns in Indiana have experienced. Small towns are the backbone of Indiana and what makes Indiana a great place to live.

Make our voice heard... Save our small towns by saying NO to the Mid-States Corridor.

Response

Seger, Leslie

2 – Alternatives

3.5 – Relocation Impacts

Comment

The Mid-States Corridor proposed route P is estimated to create between 109-149 potential relocations. I would suggest that this is a relatively low number once rights-of-way are taken into account. While this seems to be somewhat of a low-impact number given population sizes across the affected counties, it does not come without painful financial and emotional consequences for those affected. Additionally, the reduction in property values for those who are near or within sight of this proposed highway will negatively impact more residents than this number identifies. This coupled with the inevitable increase in taxes for maintenance of more roads and the local impact of an increased police force, fire department, and expansion of schools as a result of the road will have a negative financial impact on all citizens. Given that the average citizen will receive little to no benefit from this road, this is a financial burden that many may struggle to bear.

The loose term of “economic growth” has been used since the beginning of this project. It seems that Jasper has done well economically and will continue to as a result of having a number of large companies who are rooted in the area and a community with a strong work ethic. I have not yet seen or heard any type of strategic plan for the alleged “economic growth” that will occur as a result of this road. Have any of those who privately funded it provided specific details as to whether they will increase their employee’s wages or benefits? Have our city and county councils spent any time identifying specific goals for economic growth and development (e.g., placement of new businesses / corporations, quality of life for new and current residents, etc.). I believe that we don’t need more roads to get to Jasper, IN. Rather, we need to continue to make Jasper, IN a place worth coming to. I believe that this is something that we already do really well.

Furthermore, where will the displaced residents and businesses go? Jasper does not have enough homes, apartments, construction companies, etc. to manage this many displacements of residents. Also, interest rates are increasing and the basic law of supply and demand will mean that most residents will not be able to afford anything comparable to what they already own. It’s not as easy as “Oh, just go buy another house somewhere else.”

Many of our state and local representatives seem to be unsympathetic to the emotional and financial toll that this proposed road will have on landowners. The pro-development groups that initially helped fund and are supportive of the project, also seem to be unsympathetic. I personally know some of the residents who will be potentially affected by the building of this road and for many, there is an emotional connection to their land or home as it keeps them connected with their family history or loved ones who have passed. For those who are familiar with the stories of those who lost homes, farms, and property when Patoka Lake was built, the emotional and financial toll was heavy. Many of those who are still living remain emotionally and financially scarred. This area does not need another heavy-handed use of eminent domain. Jasper, IN has two interstates that are both within 20-30 minutes from the town. It is illogical to think that every small city should have direct interstate access. We are close enough to two major interstates. Also, while those in Dubois County are under the assumption

Mid-States Tier 1 DEIS Comment

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that Jasper will grow, it will likely be at the expense of the small town of Loogootee in Martin County. Loogootee, IN relies on the traffic that must run through the small town to reach I-69. A bypass would be extremely detrimental to this town.

I support an upgrade to the existing U.S. 231, for which funds have already been allocated. I am asking INDOT and our state and local elected officials to put a stop to the Mid-States Corridor project and direct their focus and funding to management and upgrades of existing roadways to which we are already well-connected.

Thank you for your time

Response

Powell, Melanie

1 – Purpose and Need

2 – Alternatives

3.3 – Social Impacts

7 – Comments, Coordination and Public Involvement

Comment

Hello. My name is Melanie Powell. I live, work, and play in Dubois County and am proud to call Jasper my home. I participate in volunteer opportunities and am active on several local boards to help improve my community to make Jasper and Dubois County a better place for my family and friends to live. I am very interested in Dubois County thriving from an economic standpoint; however, my concerns are similar to so many others in Dubois County.

1. Please take time to drive through Dubois County and look at all of the "Stop the Mid- State Corridor" signs. Talk to the public and listen to them! I speak for my family that we do NOT want this road. I would appreciate a follow up list of those who are "for" this roadway. It's interesting to me that several businesses chose to not identify themselves for funding the tier 1 study. How about some transparency?
2. I appreciate the Tier 1 Study; however, was it done correctly? If safety was such an important reason for this road, why was the safety factor removed from the study? How many times will my parents, friends, kids, and buses have to manage to cross this dangerous road? Will that be safe?
3. I recently had the opportunity to meet a new family that moved to the area that asked about safety at several locations in town, one being our local library. They went on to share how dangerous their community and specifically their library was in their previous hometown. A couple weeks later, the same family shared concerns with the Mid-State Corridor. They shared how drug trafficking and human trafficking exploded when more roadways were added. Was this included in the study?
4. Why waste taxpayer money?

Please call or email me at melaniespellmeyerpowell@gmail.com with the listing of those who are "for" this road. If you cannot do that, I ask you to boldly stand up and speak up.

Response

Klawitter, Samuel

2 - Alternatives

3.24 – Agricultural Impacts

Comment

Please accept my comments expressing steadfast opposition to building any of the proposed new terrain alternatives proposed for the Mid-States Corridor Project.

This project offers very little benefit to the working-class taxpayer. It is simply another way to funnel public dollars into private pockets. It is environmentally and agriculturally devastating and does more to hurt Indiana than it does to help.

We need to support the infrastructure we have rather than building pointless new terrain highways. We need to consider a model for the future that incorporates more viable alternatives such as high-speed rail and efficient busing services. The Mid-States Corridor Project is in no way forward-thinking. It locks Indiana into an outdated model of transportation, which quite frankly does not represent a direction that should be exemplified for our future generations and is not a legacy of which I and countless other Indiana citizens wish to have any part.

Thank you for your consideration,

Response

Rees, Mike and Judy

2 - Alternatives

3.5 – Relocation Impacts

Comment

Although we live in the 2000 ft. corridor. I still believe Jasper and Huntingburg need some sort of traffic relief. My choice of road would be a super-2. Improve 231 and add passing lanes on hills and areas where possible to avoid taking all the land. We built our house in 1974 with the help of relation and friends and have maintained and remodeled it and raised our kids here. At our age of 71 we are not looking to relocate at today's land and building costs. We own property in Spencer County and if this road does happen we will take our tax dollars there and build.

Response

McClanahan, Rachel and Ava

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

5 – Comparison of Alternatives

Comment

I am opposed to the Mid-States Corridor!

On April 15, 2022, the Courier/Press headline read "INDOT pick for Mid-States Corridor route could cause nearly 150 relocations". INDOT preferred the route for a more controversial Mid-State-Corridor through SW Indiana that would have a greater environment impact. Does that make sense? Who made the final decision and what criteria was used in the decision process? There would be too many people relocated, too much farmland lost, and too much negative impact on our wildlife & environment!

Route P Facts:

- 2497-3226 acres impacted
- Impact higher in every land use category (Forests/ Agriculture/Developed/Other?)
- 109-149 potential residence relocations, businesses and farms along this route (20 more options than B & Con the low end and 30-40 on the high end)
- Affects more protected species territory than options B & C

It's a sad state of affairs when a road is more important than the well-being of humans and the saving of the environment.

Say NO to the Mid-States-Corridor. Save our farms, our communities, our livelihoods, and the environment.

Response

Vollmer, Henry

2 - Alternatives
Comment

9/13/20



This road is very dangerous.
My dad will have to cross 4
lanes every day to get to work
and back home.

I don't want him to get hit
by other cars.

STOP THE

Mid-State Corridor!!

Henry Vollmer

Response

McClanahan, Rachel and Ava

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

5 – Comparison of Alternatives

Comment

I am opposed to the Mid-States Corridor!

On April 15, 2022, the Courier/Press headline read "INDOT pick for Mid-States Corridor route could cause nearly 150 relocations". INDOT preferred the route for a more controversial Mid-State-Corridor through SW Indiana that would have a greater environment impact. Does that make sense? Who made the final decision and what criteria was used in the decision process? There would be too many people relocated, too much farmland lost, and too much negative impact on our wildlife & environment!

Route P Facts:

- 2497-3226 acres impacted
- Impact higher in every land use category (Forests/ Agriculture/Developed/Other?)
- 109-149 potential residence relocations, businesses and farms along this route (20 more options than B & Con the low end and 30-40 on the high end)
- Affects more protected species territory than options B & C

It's a sad state of affairs when a road is more important than the well-being of humans and the saving of the environment.

Say NO to the Mid-States-Corridor. Save our farms, our communities, our livelihoods, and the environment.

Response

Giesler, Jay

**2 – Alternatives
Comment**

My name is Jay Giesler and I am against the mid states corridor project. The limited benefit, if any, is not worth all the negative impact it will cause. Let's do the right thing and make the improvement's identified for US 231 through Dubois County and leave the rest alone.

It is time you listen to the majority of the public and understand they do not want a new highway built here that will destroy our precious land. It is time to stop further study or work on this proposed project

Response

McClanahan, Denise

2 – Alternatives

Comment

INDOT is making record investments to preserve and maintain Indiana's roads, bridges, and infrastructure. INDOT's priorities reflect the concerns of Indiana taxpayers who when surveyed stated that repairing and maintaining existing highways and bridge staking care of what we have-are the most critical items for INDOT. It also represents the best use of taxpayer dollars.

INDOT manages and maintains more than 11,200 centerline miles (over 29,600 lane miles) of interstate highways, US highways, or state routes in Indiana plus owns and maintains more than 5,700 bridges. A lane of highway can cost more than \$12 million to build. Indiana has over 202,707 total lane miles. More than 90% of INDOT's pavement is rated in fair or better condition.

In Fiscal Years 2012-2018, INDOT invested \$3.19 billion to rehabilitate, replace, resurface, or patch Indiana highways and bridges. In 2019-2022, INDOT plans to invest \$3.6 billion on pavement and bridge preservation and \$1 billion for local road and bridge maintenance.

(Check the INDOT website for more interesting facts.)

Will taxes increase for future maintenance, road repairs, safety patrol, and eliminating pollution, litter, etc.? We DON'T really "need" another road. We should just we repair our existing roads at a fraction of cost. This proposed 54-mile Mid-States-Corridor will cost between \$750 million to over \$1 billion at today's dollars for very little time travel savings and very little return!.

SAY NO TO THE MID-STATES-CORRIDOR

Response

Text identical to comment 0868 - Keller

Seitz, Mark

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

5 – Comparison of Alternatives

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Response

Identical to 0848 and 1066.

Sermersheim, William

2 – Alternatives

3.2 – Land Use Impacts

3.5 – Relocation Impacts

3.16 – Threatened and Endangered Species

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

5 – Comparison of Alternatives

Comment

DO NOT BUILD

Why is this road study happening again, approx. 18 years later? How much money and how many studies does it take to convince a few wealthy, local business people and a few self-serving officials in Dubois County that the majority of people didn't want a US 231 Bypass back then, nor do they want the Mid-States Corridor now. Spending a large sum of local money for this Tier 1 project was totally unjustified.

The community dealt with Earth Tech years ago and now Lochmueller Group. It has all been a despicable waste of time and money. Just improve the existing US 231 with the money that was allocated by Governor Holcomb. Improving the existing US 231 through these counties should have been done years ago, so finish that task!

Putting people's lives in a whirlwind of worry and uncertainty for years is border-line barbaric, especially when it's the second time around for many people to suffer through this Bypass possibility again. It seems criminals have more rights!

Now Martin County resident's homes, farmland and businesses have suddenly been added to this unnecessary pathway called the Mid-States Corridor project. They've had no recourse but to look down upon their southern neighbors in Dubois County government and ask, "What the heck are you doing?" Don't jeopardize Martin County with a new highway right next to the existing US 231 highway that only needs a few upgrades.

Many people know that the RDA (Regional Development Authority) has taken matters into their own hands. This appointed committee along with the help of strategically positioned local politicians and some local prominent business people has only created an unjust, local government. Many Martin County and Dubois County residents want an end to this one-sided, misleading, unnecessary project. Our representatives should fight to dissolve the RDA and allow the residents of both counties to be heard. Do not fund or start a Tier 2 study.

The Mid-States Corridor should go defunct, as the 231 Bypass did 18 years ago! Call this highway project whatever name you wish ... **It's STILL NOT NEEDED!**

Response

Mid-States Tier 1 DEIS Comment
Page 2 of 2

Identical to 0848 and 1066.

Wagler, Darla

2 – Alternatives

3.3 – Social Impacts

3.4 – Economic Impacts

3.8 – Title VI/EJ Impacts

3.24 – Agricultural Impacts

Comment

I do not support the proposed Alternative P Midstate Corridor because it is not good for Loogootee. The City of Loogootee depends upon the traffic that goes through the city and supports local businesses. Martin County is agri-business and the proposed route robs the county of pristine farm ground. Proposed route P adds time kids ride on the school bus, in some instances, kids are on the bus an hour and a half. Another area that needs to be considered is the Amish population. To be left out, is not being inclusive of a specialized population. Indiana taxpayers entrust state government to be good stewards of taxpayer dollars and this would be a waste.

Response

Wagler, Elly

2 – Alternatives

3.4 – Economic Impacts

3.5 – Relocation Impacts

3.21 – Forest Impacts

3.24 – Agricultural Impacts

3.25 – Ecosystem Impacts

Comment

Please reconsider your plan for the corridor. My family farm of 50 years will be destroyed and my grandparents home will be taken – they are 70 years old.

The farm not only supplies farm ground but holds native Indiana trees, wildlife and a natural pond.

My grandma on the other side of the family has a bedding business that will be greatly impacted with traffic not coming through Loogootee.

My mother is a first grade teacher at Loogootee and they already have a hard time with enrollment. The corridor will only take more students away and our town will become a ghost town.

Please think of all the lives this will affect and reconsider!

Response