MID-STATES CORRIDOR TIER 2

DRAFT PURPOSE & NEED STATEMENT

Mid-States Corridor
Tier 2 Environmental Study
Section of Independent Utility (SIU) 2
I-64 at Dale to SR 56 at Haysville

Prepared for
Indiana Department of Transportation

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Prepared by
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INDIANA DEPARTMENT OF TRANSPORTATION INDOT

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1. STATEMENT OF PURPOSE & NEED

The Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Mid-States Corridor project selected the corridor for Tier 2 Studies. Four Sections of Independent Utility (SIU) for Tier 2 NEPA studies were identified. SIU 2, which extends from I-64 at Dale to SR 56 at Haysville, is the focus of the current study in Dubois County.

The Tier 1 FEIS determined the overall project Purpose and Need, including the identification of core and secondary goals. The goals and performance measures for the SIU 2 project reflect and refine the Tier 1 Purpose and Need and its goals based on public input. Refinement of goals is discussed in **Section 4 - Tier 2 Needs Assessment**, including an analysis of mobility, accessibility, safety and regional economics. **Section 5 - Tier 2 Public and Agency Input** discusses agency and public input to this Purpose and Need. Refinements of performance measures are discussed in the introduction to **Section 6 - Project Goals and Performance Measures**. The introduction to **Section 6** also discusses how the goals and economic information are described and performance measures are used to evaluate the ability of alternatives to satisfy the project's Purpose and Need.

The Mid-States Corridor Tier 2 project in Dubois County provides an improved transportation link between I-64 at Dale and SR 56 at Haysville. The project would achieve three main purposes and address associated needs. See **Section 2 - Policy Framework** and **Section 4 - Tier 2 Needs Assessment** for a discussion of how needs were developed.

These main purposes are supported by four core goals (**Goals 1, 2, 7** and **8**) described in **Section 6**. The selected alternative will provide adequate performance on these main purposes. The primary purposes are provided in bold text at the beginning of each bullet. The associated needs are provided in following text.

- **Improve regional connectivity in Dubois County and Southern Indiana (Goals 1 and 2)**. The Tier 1 FEIS/ROD established the need for improved connectivity across a nearly 5,000 square-mile Study Area. Improved business and freight connectivity is the major priority for Tier 2 studies. **Section 6.1 - Improved Regional Connectivity** provides seven performance measures to evaluate each alternative's ability to satisfy this need. Two performance measures assess peak period travel time reduction between two important travel origins in the City of Jasper and key destinations. One measure assesses improved efficiencies in regional freight operations. One measure assesses improved freight access for key freight shipping locations in Dubois County. Two measures assess increased workforce access to Jasper and Huntingburg.
- **Improve highway connections to existing multimodal locations from Southern Indiana (Goal 7)**. The Tier 1 FEIS/ROD established the need for improved access to major intermodal centers in Southern Indiana. The Study Area, especially Dubois County, is home to multiple large businesses that send and receive materials and goods, and serve customers across the nation. **Section 6.5 - Improve Connections to Major Multi Modal Locations from Southern Indiana**

provides two travel time-based performance measures which evaluate each alternative's ability to satisfy this need. These measures improved access to four important intermodal centers.[1]

- **Complete Section 2 of the Mid-States Corridor Project between I64 at Dale and SR 56 at Haysville (Goal 8)**. The Tier 1 FEIS ROD made a "Build" decision for the Mid-States Corridor project. See **Section 3.3 - Tier 1 Record of Decision**. **Section 6.6 - Complete Section 2 of the Mid-States Corridor Project** provides two performance measures which evaluate the ability of alternatives to satisfy this need. These provide for constructing an arterial roadway which meets current design standards.

In addition, three secondary purposes identified in the Tier 1 FEIS/ROD are considered below to assess the project's ability to advance important transportation and economic objectives. These include:

- **Improve Traffic Safety (Goal 4).** While crash data in the project area do not show high numbers of serious crashes[2] in Dubois County, considering the safety performance of the new road, while achieving other project purposes, is an important priority for INDOT.[3]
- **Improve Traffic Operations (Goal 3).**
- **Support Economic Development in Southern Indiana (Goals 5 and 6).** The core goals outlined above have an important role in achieving this goal.

Section 6 - Project Goals and Performance Measures provides performance measures for all goals.

The purposes of this project for the Tier 2 National Environmental Policy Act (NEPA) study are based upon the Tier 1 project purposes determined in the Mid-States Corridor Tier 1 Environmental Impact Statement (EIS) and Record of Decision (ROD). See **Chapter 1 – Purpose and Need** and **Appendix CC – Purpose and Need Appendix** in the **Tier 1 FEIS/ROD** for details of the Tier 1 Purpose and Need.

2. POLICY FRAMEWORK

This section documents the transportation planning laws and policies applicable to major transportation projects and describes at a high level how this Mid-States Corridor Tier 2 project in (SIU 2) supports these laws and policies. This section extensively uses material in the Indiana Department of Transportation (INDOT) *Long-Range Transportation Plan, 2018-2045 Transportation Needs Report* (https://www.in.gov/indot/3714.htm).

The Mid-States Corridor Tier 2 project in SIU 2 will address multiple federal, statewide and local transportation planning considerations described below. **Section 4 - Tier 2 Needs Assessment** evaluates needs in the Project Study Area. In addressing the identified needs, the Mid-States Corridor project will support federal, state and local policy goals.

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[1] CSX Avon Yard (Indianapolis), Senate Avenue Yard (Indianapolis), Louisville Airport and Indianapolis Airport.
[2] "Serious" crashes are used in this document to refer to crashes resulting in serious injuries or fatalities.
[3] See **Section 2.2 - INDOT 2045 Long-Range Plan**. The first policy goal is "Safe and Secure Travel."

2.1 Federal Transportation Requirements and Initiatives

2.1.1 MAP-21 and FAST Act

The Moving Ahead for Progress in the 21st Century (MAP-21) Act established national goals in the areas of safety, pavement and bridge infrastructure, congestion reduction, system reliability, freight movement, environmental sustainability and project delivery. These National Goals were carried forward into the Fixing America's Surface Transportation (FAST) Act, which further requires INDOT and Indiana MPOs to have federally funded transportation projects that support National Goals. Additional goals for MPOs were included in the FAST Act. These National Goals[4] from MAP-21 include:

- **Safety**. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition**. To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction.** To achieve a significant reduction in congestion on the national highway system.
- **System Reliability.** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality.** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- **Environmental Sustainability.** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays.** To reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

2.1.2 Infrastructure Investment and Jobs Act

On November 15th, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. Unlike the laws cited in the previous subsection, it addresses a wide range of infrastructure needs, both transportation and non-transportation related.[5] The IIJA did not amend the overall national goals from MAP-21 and the FAST Act. Therefore, they were carried forward into the IIJA. The national goals described in the previous subsection guide review of the SIU 2 project Purpose and Need.

[4] See MAP-21 Fact Sheet at https://www.fhwa.dot.gov/map21/factsheets/pm.cfm?.

[5] In addition to addressing America's roads and bridges, the IIJA provided for significant investments in freight and passenger rail, public transportation, airports, ports and waterways. It also provides for significant investments in drinking water, high-speed internet, environmental remediation and a range of infrastructure needs in communities across the nation.

The following points summarize key initiatives and funding in the IIJA which support the goals of the Mid-States Corridor project established in the Tier 1 FEIS/ROD.[6]

- **Surface Freight Transportation.** Several programs provide direct funding for improvements in surface freight transportation. These include Nationally Significant Freight and Highway Projects (INFRA), State Incentives Pilot Programs within INFRA and National Highway Freight Program. Together, these provide $15.15 billion in funding over a four-year period.
- **Safety.** The IIJA includes 17 programs supporting highway and surface transportation safety. Total funding of these programs is $36.6 billion for up to a four-year period.[7]

2.1.3 USDOT Order – Sound Economic Analysis

On January 29, 2025, U.S. Department of Transportation Secretary Sean Duffy issued a USDOT Order entitled "Ensuring Reliance Upon Sound Economic Analyses in Department of Transportation Policies, Programs, and Activities." This order emphasizes rigorous economic analysis of the benefits and costs associated with all USDOT projects. It also provides that the USDOT operating agencies will develop and issue guidance to implement this order. Analyses for the Mid-States Corridor project will incorporate and be based on this guidance.

2.2 INDOT 2045 Long-Range Plan

In June 2019, INDOT finalized its *Long-Range Transportation Plan, 2018 – 2045 Future Transportation Needs Report*.[8] This document guides INDOT in the development, management and operation of a safe and efficient transportation system for the next 20-plus years. The Plan includes an assessment of the transportation needs in Indiana and conforms to Federal and state transportation planning requirements.

The Plan is guided by seven overall policy goals, as listed in **Chapter 3 – Goals and Objectives**.

- **Safe and Secure Travel.** Move Indiana toward zero deaths and reduction of serious injuries by applying proven strategies and enhancing the safety and security of our transportation system for all users.
- **System Preservation.** Go beyond taking care of what we have and maintain our multimodal transportation system and infrastructure in a state of good repair.
- **Economic Competitiveness and Quality of Life.** Enhance the competitiveness of Indiana's economy as the "Crossroads of America" through strategic multimodal transportation investments, reducing transportation costs and the safe and efficient movement of people and goods.

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[6] Based on *Building a Better America - A Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal and Territorial Governments, and Other Partners*. (Guidebook). May 2022. Downloaded from https://bidenwhitehouse.archives.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf.

[7] This includes all programs listed on p. 117 of the Guidebook, excluding the *Natural Gas Distribution Infrastructure Safety and Modernization Grants*.

[8] This Long-Range Transportation Plan is available at https://www.in.gov/indot/3714.htm.

- **Multimodal Mobility.** Maximize the performance of our transportation system, ensuring efficient movement of people, goods and regional connectivity by enhancing access to different modes of transportation.
- **Environmental Responsibility.** Minimize the potential impacts of the transportation system on the natural and human environment.
- **New Technology and Advancements.** Develop and deploy advanced transportation technologies and embrace a broad-based, comprehensive research program to plan for the future.
- **Strategic Policy Actions.** Address multiple goal areas through key policy initiatives.

2.3 Formally Adopted Local Plans

Both the cities of Jasper and Huntingburg have recently adopted comprehensive plans. These plans have identified regional mobility needs, to improve connectivity throughout the region, which are considered in this Purpose and Need. Needs for improved connectivity are cited on both the regional and national level. Both plans cite the Mid-States Corridor project as an important step to provide this improved connectivity. More details are provided in the following subsections.

2.3.1 City of Jasper Comprehensive Plan (2019)

The *Impact Jasper Comprehensive Plan* (https://impactjasper.com/) was formally adopted by the City of Jasper on August 21, 2019. Its introduction (p. 4) states, "The plan will be used to guide policy and other development-related decisions, as well as identify various physical and programmatic enhancements to the make Jasper stronger. It not only examines land use policy and objectives, but it also includes a broad view of Jasper including economic development, neighborhoods, transportation, community facilities, utilities & infrastructure, parks & recreation, environmental assets, quality of life, and more."

Plan goals (p. 12) include:

- Improve transportation infrastructure and expand connectivity.
- Support employers and entrepreneurs in their efforts to expand and locate in Jasper.
- Ensure a talented workforce that serves the needs of employers.

The Plan provides support for the Mid-States Corridor project (p. 59). This support includes taking an active role in the study and coordinating local infrastructure investments. It also recognizes that the project will provide regional and national connectivity which will benefit both businesses and residents. (p. 75)

The Plan focuses on the broader region beyond the City of Jasper. It recognizes the "Larger Need for Regional Connectivity." (p. 62)

2.3.2 Your Home Your Huntingburg Comprehensive Plan (2020)

Your Home Your Huntingburg Comprehensive Plan[9] was formally adopted by the City of Huntingburg on April 14, 2020. Its introduction (p. 2) states, "This document will not only serve as a guide for future land

[9] https://www.huntingburg-in.gov/egov/documents/1650289366_78003.pdf

use polices and development strategies, but will include specific programing used to strengthen targeted issues and improve quality of life for residents."

One of its goals (p. 28) is "Increase accessibility and connectivity to destinations both locally and regionally." One component of this goal is "…improving economic linkages to major markets by actively participating (and supporting) the development of the Mid-States Corridor." Two strategies which support this goal 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."

3. TIER 1 EIS BACKGROUND

3.1 Tier 1 Input on Purpose and Need

The Tier 1 Environmental Impact Statement (EIS) (https://midstatescorridor.com/feis/) included robust public and agency input. This input is summarized below.

3.2 Review of Tier 1 Purpose and Need Input

3.2.1 Summary of Key Tier 1 Purpose and Need Input

The following is a summary of key agency and public input on the Tier 1 Purpose and Need, followed by general responses provided in Tier 1. This input was provided during a public and agency comment period on the Purpose and Need, which occurred prior to publishing the Tier 1 DEIS. For further information, please refer to **Section 1.5** of the Tier 1 FEIS.

- **Needs Identification.** Some comments specified that the project should address only one specific purpose and need . Responses explained that the proposed project addresses multiple needs. Core needs include improved business, freight and intermodal accessibility. Secondary needs include reductions in congestion and serious crashes and increased economic activity.
- **Role of Purpose and Need Goals.** Comments requested clarification as to the role of the Purpose and Need goals. Responses explained that goals define the purpose of the project to address the needs identified. The Purpose and Need goals identified needs which the project should address. The goals define how the project addresses those needs. Reponses explained that the selected alternative needed to provide adequate benefits for each core goal. Each core goal analyzed performance on different system linkage and accessibility needs.
- **Accessibility.** This was a frequently cited need gathered from public input. The three core goals (Goal 1, 2 and 7) addressed different components of system linkage and accessibility. The primary overall need addressed by the project is accessibility. Note: in this Tier 2 document, the term "system linkage" is also used. It refers to the ability to travel consistently and efficiently between major travel destinations.
- **Safety Goal.** FHWA and other agencies stated that there was insufficient justification for including crash reductions on existing highways as a core goal. Ensuring safety, while achieving other project purposes, was retained as a goal.

- **Congestion Relief.** Comments characterized congestion relief as a major need. The Purpose and Need analysis showed that congestion is not a widespread issue in the Study Area. The study's congestion relief needs were limited to a few intersections in Dubois County. See **Section 1.4.1.3** of the Tier 1 FEIS.
- **Economic Development.** A range of stakeholders and public officials cited the need to support economic development throughout the Study Area. See **Section 1.4.2.2** of the Tier 1 FEIS. This was the most frequently cited need gathered from public input. See **Section 1.5** of the Tier 1 FEIS.
- **Role of I-69.** Several comments asked whether the region's needs had not already been addressed by I-69. Reponses explained that completion of I-69 was assumed as part of the "No-Build" analysis for the Mid-States Corridor project. This analysis identified unmet needs which will be addressed by the Mid-States Corridor project.
- **Mid-States Project Already Has Been Evaluated in Earlier Studies.** See Tier 1 FEIS **Section 1.3 – Previous Studies**. Earlier studies for other projects were characterized as already evaluating the Mid-States Corridor project. Responses clarified that earlier studies were for different projects.

3.2.2 Tier 1 Comments That Were Considered in This Tier 2 Study

Several categories of Tier 1 comments have been considered as input into this Tier 2 study. These support the indicated Tier 2 project goals shown in **Section 6 - Project Goals & Performance Measures**. These categories are as follows.

- **Consider the Ability of the Project to Improve Freight Flows (Core Goals 1 and 2).** More detailed analysis of freight flow benefits will be completed, especially within Jasper and Huntingburg. The Tier 2 traffic model will evaluate freight movements on a more detailed level. This analysis will incorporate the findings of interviews conducted with major freight shippers and economic development organizations. The more detailed traffic forecasting model used in this Tier 2 study allows consideration of freight flows to and from the concentration of industries in northeastern Jasper.
- **Importance of Intermodal Access (Core Goal 7).** This Tier 2 study will evaluate the ability of alternatives to improve intermodal access to Dubois County businesses. This study will evaluate the ability of alternatives to improve access to rail and air intermodal facilities in Southern and Central Indiana.
- **Need for Project to Improve Safety (Core Goal 4).** This Tier 2 study will assess safety needs in Dubois County and analyze how alternatives compare in their ability to reduce the number of serious crashes.
- **Need to Support Economic Development (Goals 5 and 6).** The need to support economic development was the most-cited input provided in the Tier 1 study. This Tier 2 study will assess the ability of alternatives to support increases in employment, business sales and personal income in the Study Area.
- **Need for Project to Improve Traffic Operations (Goal 3).** Tier 2 study will identify the ability of alternatives to improve traffic operations.

3.3 Tier 1 Record of Decision

The Record of Decision (ROD) for the Mid-States Corridor Tier 1 EIS made a "Build" decision for the project between I-64 at Dale and I-69 at Crane. In addition, it identified the corridor within which the project could be built. **Section 2.1.1 – Selection of Build Alternative** in the Tier 1 ROD states, "This Record of Decision approves the selection of a 'Build' alternative for the Mid-States Corridor project between US 231/SR 66 and I-69 at the US 231 Interchange."

This is the first of four Tier 2 studies which will determine the exact alignment of the project. These Tier 2 studies will also determine the facility type for the project. The project may be built as a four-lane divided expressway with at-grade and/or grade separated treatments. It also may be built as a two-lane "Super-2" highway. The facility type may vary between Tier 2 sections. Access types for the Tier 2 preferred alternative also will be determined in that Tier 2 document.

This Tier 2 NEPA document incorporates the following goal:

"Complete Section 2 of the Mid-States Corridor Project between I-64 at Dale and SR 56 at Haysville."

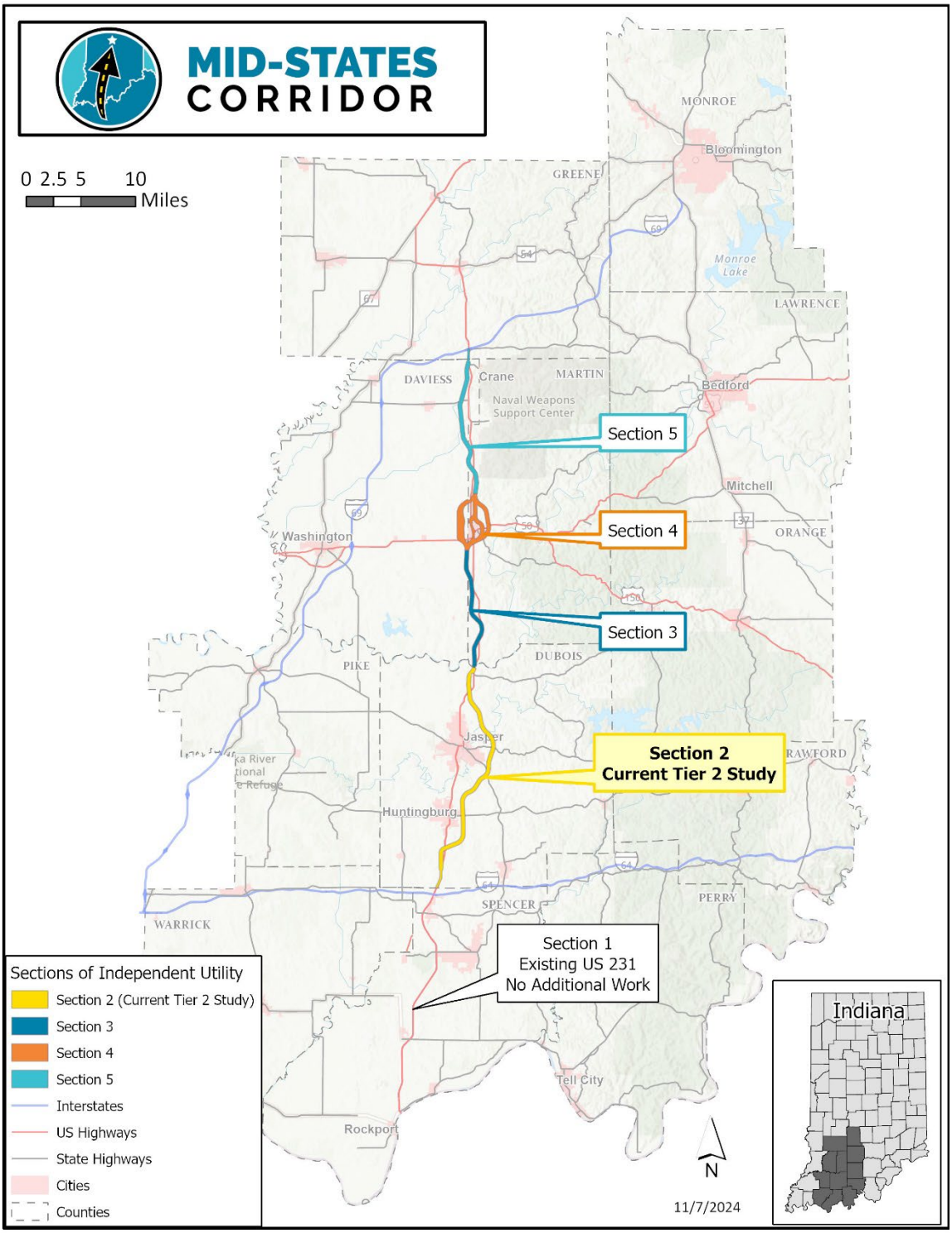
This goal is shown as Goal 8 in **Section 6 – Project Goals and Performance Measures**. This is an additional goal which was not included in the Tier 1 Purpose and Need. It reflects the Tier 1 "Build" decision.

4. TIER 2 NEEDS ASSESSMENT

The needs assessment uses a 12-county Study Area depicted in **Figure 4-1**. This Study Area consists of counties bounded by I-69 on the west and north, SR 37 on the east and the Ohio River on the south. The Study Area matches county boundaries due to the widespread availability of economic and transportation data on the county level. This is the area within which the Tier 1 FEIS/ROD determined that the Mid-States Corridor project would provide transportation and economic benefits.

This Tier 2 needs assessment is based upon the Purpose and Need in the Mid-States Corridor Tier 1 FEIS/ROD. See **Section 3.2.1** regarding regional analysis to support selection of facility type in this Tier 2 Study. Additional or updated analyses are included in this Tier 2 NEPA project.

Figure 4-1: Mid-States Corridor Study Area



4.1 Transportation Needs

This section analyzes transportation needs within the project area. It assesses existing conditions in the project corridor and how the project could address needs for operational safety (reduced crashes), accessibility to support economic activity and traffic operations. For each need, the corresponding Tier 2 project goals are cited. See **Section 6 - Project Goals & Performance Measures**.

4.1.1 Safety Needs (Goal 4)

The Mid-States Corridor Tier 1 FEIS reviewed high-level traffic safety data for all state-jurisdictional highways in the 12-county Mid-States Corridor Study Area. Data were reviewed on a county-level basis and did not consider crashes on specific road segments or at specific intersections. See **Section 4.1.1** in ***Appendix CC – Purpose and Need*** in the Tier 1 FEIS for details.

This Tier 2 study considers alternatives within the selected corridor in Dubois County. This corridor parallels US 231 to the east. Unlike system linkage benefits (which are regional in nature), reductions in serious crashes due to this project will occur only within Dubois County. This Purpose and Need safety analysis of existing conditions in Dubois County considered safety and crash rates on US 231 intersections and road segments between the Dubois/Spencer County Line and the East Fork of the White River. This Existing Conditions analysis is included in the **Traffic Analysis Appendix** to this document. It was conducted using RoadHAT[10], which is INDOT's standard tool for assessing safety performance on existing highways.

While the RoadHAT analysis identified some intersections and segments of US 231 with higher crash indices, this analysis showed that crash indices on US 231 in Dubois County tend to be lower than crash rates on comparable highways elsewhere in Indiana. See **Table 1** and **Table 2** in the **Traffic Analysis Appendix**.

Project alternatives will divert traffic from other facilities to the Mid-States Corridor. Currently, US 231 is the only north-south arterial in the Study Area. The Mid-States Corridor will be an additional north-south arterial facility.

Economic development (see Goals 5 and 6) will result in increased traffic, due to added population and employment. Additional traffic will result in additional crashes, even for a facility designed to current safety and design standards.

Alternatives will be assessed for their ability to improve traffic safety and reduce the risk of serious crashes[11]. For the reasons cited in the preceding two paragraphs, crash rates for serious crashes will be used as the metric to compare alternatives.

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[10] Purdue University researchers developed RoadHAT for INDOT as a comprehensive and complete software-based tool for safety management related to road improvements. This program supports evaluation of crash hazards for road sections and intersections; identification of hazards causing road deficiencies and related safety countermeasures; estimations of economic effectiveness for proposed safety countermeasures; and estimations of effectiveness of implemented road improvements to increase safety. See Traffic Analysis Appendix for details.

[11] Serious crashes are those which result in one or more fatality and/or serious injury.

Consideration of safety features during project design will allow safety best practices to be included in a cost-effective manner. Including these features in project development is less costly than retrofitting an existing facility, in response to crashes which occur after construction.

The different facility types (four-lane divided expressway and Super-2) under consideration for the project and access accommodations will be evaluated for their relative safety performance. Safety of traffic operations is an important component of supporting freight movement as well as business and personal accessibility.

4.1.2 Regional Accessibility Needs (Goals 1, 2 and 7)

Accessibility refers to the ease with which private motorists and freight shippers can make personal and business trips between population and employment centers, as well as to and from other important destinations (e.g., health care facilities, educational institutions, airports and cultural venues). High-quality roads provide accessibility to rural areas, even though those roads serve lower traffic volumes than similar roads in urban areas.

The Tier 1 FEIS considered accessibility needs throughout the 12-county Study Area. An accessibility analysis was performed which evaluated the access from major communities in the Study Area. These communities, and the locations to which access from these communities was important, were identified through a series of 18 interviews with businesses and economic development officials. One of these communities was Jasper, which was identified as a key trip origin for traffic and freight flows throughout Southern Indiana, as well as points beyond. Access from Jasper to the following communities was identified as an important need for personal and business accessibility:

- Crane
- Bloomington
- Indianapolis
- Rockport
- Bedford
- Chicago
- Washington

Improved system linkage to these locations will be evaluated for Tier 2 alternatives.

The Tier 1 FEIS also identified the need to improve access to major intermodal centers.[12] This project will evaluate alternatives for their ability to reduce travel time to these intermodal centers.

Supporting these various types of system linkage are frequently identified for major highway and intermodal projects. A Strategic Highway Research Program[13] project conducted a case study of 100 major highway and intermodal projects. It classified the purposes for these projects. Quoting from the report, "It found that 59% of the projects had been motivated by a desire for some form of access improvement, including 30% citing labor market access, 32% citing truck delivery market access, and over 35% citing highway access to an intermodal terminal such as an airport, rail terminal, or marine

[12] These intermodal centers include CSX Avon Yard, Senate Avenue Yard (Indianapolis), Louisville Airport and Indianapolis Airport.

[13] Economic Development Research Group, et al. Interactions between Transportation Capacity, Economic Systems, and Land Use: Final Report. Strategic Highway Research Program, Project C03, National Academies Press, 2011.

port." This project has identified the need for, and will address, these three categories of access improvement.

This report also determined that a 40-minute travel time threshold is appropriate to measure the size of the labor force within an acceptable commuter travel time. In the Tier 1 study, a 30-minute threshold was used to measure labor force access. Based on the research in this report, a 40-minute threshold will be used in this Tier 2 study.

These various needs were supported by core goals in the Tier 1 FEIS. They are retained as core goals in this project.

4.1.3 Traffic Operations (Goal 3)

The **Traffic Analysis Appendix** also evaluated traffic operations at signalized intersections on US 231 in Huntingburg and Jasper. These were evaluated using Synchro 11 traffic modeling software, which is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) 6th Edition published by the Transportation Research Board. Areas outside of Huntingburg and Jasper were analyzed as two-lane highways or multilane highways using Highway Capacity Software Version (HCS) Version 2025, which is a software tool based on HCM methodologies.

These were evaluated both for traffic counts taken in (2022 and 2024)[14] and a 2050 forecast year. The 2050 forecast year volumes on US 231 and intersecting roadways were calculated using growth rates obtained from the Mid-States Corridor traffic forecasting model. Annualized growth rates were calculated by comparing assigned volumes for the "No Build" assignment in the Year 2020 base year and 2050 forecast year assignments.

Eighteen signalized intersections and 25 road segments (18 urban and seven rural) were analyzed on US 231 in both the base and forecast years. These constitute all signalized intersections and road segments of US 231 in Dubois County. Key findings are as follows:

4.1.3.1 Base Year Operations Analysis

Segments of US 231 were analyzed using HCS 2025, which is a software tool based on Highway Capacity Manual (HCM) methodologies. Existing truck percentages on rural portions of US 231 were obtained from INDOT's Traffic Count Database System.

Level of Service (LOS) D or better is considered acceptable for urban area traffic operations for both intersections and road segments. Of the 18 intersections analyzed, only one (US 231/SR 162) in Jasper has deficient operations (LOS E), in the AM Peak Period only. No urban road segment was identified that operates under deficient conditions, which is good performance for these road segments.

LOS C or better is considered acceptable for rural traffic operations. Of the 14[15] rural road segments analyzed, only one (14th Street in Huntingburg to SR 162 in Jasper) operates at a deficient condition (LOS E). This occurs in the PM peak period only. All other rural segments operate at LOS A through C, which is ideal for rural operations.

[14] 2022 counts were adjusted to reflect 2024 conditions by using historical growth rates.
[15] US 231 in Dubois County has seven rural segments northbound and seven rural segments southbound.

With one exception, urban segments and intersections on US 231 have satisfactory levels of operation in the base year. One rural road segment on US 231 operates under deficient conditions in the PM peak period only.

4.1.3.2 Forecast Year Operations Analysis

Forecasts of deficient conditions in the 2050 Forecast Year were similar to those identified in the base year. Of the 18 urban intersections analyzed, only one (US 231/SR 162) in Jasper has deficient operations (LOS E), in the AM Peak Period only. All urban road segments operate under satisfactory conditions.

LOS C or greater is considered acceptable for rural traffic operations. No rural road segments were found to operate under deficient conditions in the 2050 Forecast Year. The segment which was shown as operating under deficient conditions in the base year (14th Street in Huntingburg to SR 162 in Jasper) is forecasted to be operating adequately in the 2050 forecast year. This reflects the addition of capacity in this segment under a pending INDOT project.

4.2 Economic Development Needs

Public input, as well as business and stakeholder interviews in both the Tier 1 and Tier 2 studies, repeatedly identified the importance of improved accessibility to support economic development. This assessment of economic development needs is responsive to this input. This analysis supports Goals 5 and 6 in **Section 6.4 - Support Economic Development in Southern Indiana**.

Economic development needs were identified by a time-series analysis of economic indicators for the project area. Economic data for the project Study Area were compared to Indiana and the United States over a period of 30 to 50 years in **Section 4.2.1 - Study Area Economic Conditions**. The length of the analysis period depended upon the availability of data. This review showed that by several indicators, the economic performance of the Study Area generally has underperformed for 30 to 50 years compared with both Indiana and the entire United States. The degree of underperformance is summarized in **Section 4.2.1.7 - Study Area Economic Conditions – Summary**.

This review considers that transportation improvements are one of multiple factors needed to support economic growth. Improved transportation linkage improves access to business and supplier markets. This lowers the costs of doing business and can support increases in business sales. They also can provide employers with access to a larger labor force. The Tier 1 FEIS considered these factors, and forecasted increases in business sales, employment and personal income associated with project alternatives. See **Table 2-13** in the Tier 1 FEIS.[16]

For this Tier 2 study, eight one-on-one interviews with major businesses and economic development associations were conducted between September 24 and October 1, 2024, to identify logistical and freight transportation needs within the project area. Major businesses are those based in Dubois County with annual sales of at least $100 million. These interviews provided input on access locations, local road improvements, workforce and housing availability, access for agricultural operations, identifying a facility type and the support for activities at Huntingburg Airport. See **Section 4.2.2 - Regional Business & Economic Input**.

4.2.1 Study Area Economic Conditions (Goals 5 and 6)

This section reviews a range of economic indicators for the 12-county Study Area, comparing it with economic activity elsewhere in Indiana and the United States for the last several decades. These support Goals 5 and 6 of the Purpose and Need.

4.2.1.1 Population Trends

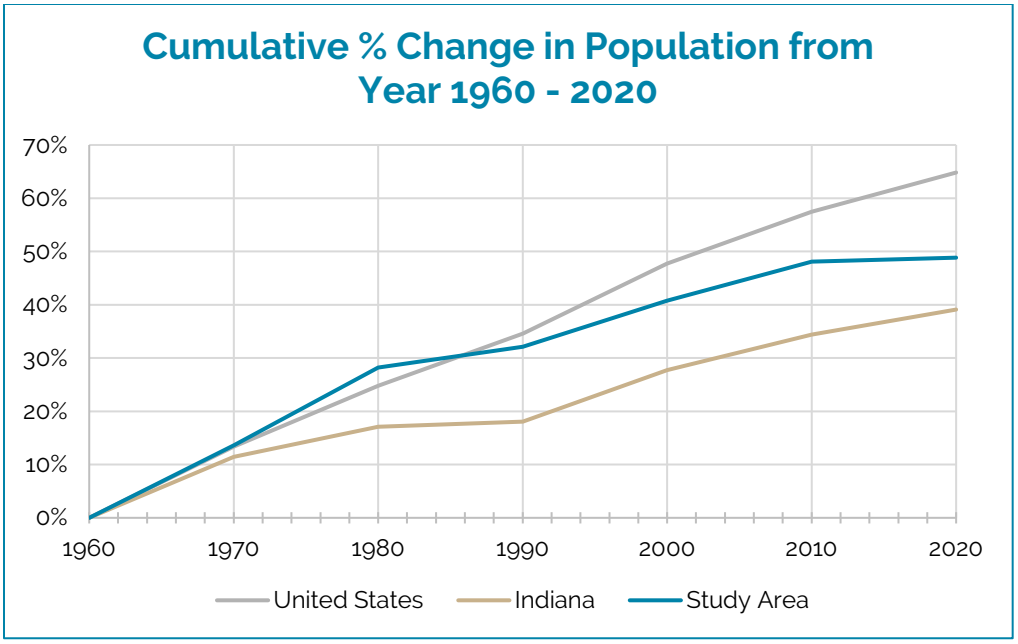
Between 1960 and 1970 population growth trends in Indiana and in the Study Area roughly tracked with national trends. However, in the last half century since 1970, Indiana as a whole has fallen behind the rest of the United States in population growth. Until about 1990, population trends in the Study Area

[16] This Tier 1 analysis also recognized that transportation linkage is one of several factors needed to support economic development. Other factors influencing economic development include the size and education of the labor force, existing industry mix, land use regulations, tax and regulatory policies and availability and cost of utilities.

tracked with national trends. Since 1990, Study Area population trends also began to lag behind national trends.

These trends are shown in **Figure 4-2**. Between 1970 and 2020, U.S. population grew at an average decennial (per decade) rate of 10.8 percent. During that time, the population of Indiana grew at an average decennial rate of 6.5 percent, and the population of the Study Area grew at an average decennial rate of 8.1 percent. From 2010 to 2020, Indiana's population grew by 4.7 percent, adding nearly 302,000 residents. This rate lagged behind the national growth rate of 7.4 percent during the same period.

Figure 4-2: Cumulative Percent Change in Population, 1960 – 2020



Population trends are a meaningful indicator of the presence or lack of economic opportunity. Population growth is associated with increases in employment and economic activity. The Study Area population has grown at an average decennial rate of only 3.7 percent since 1970.

4.2.1.2 Net Migration

Table 4-1 shows the Study Area had nearly twice the rate of net migration (9 percent) as the state of Indiana (5 percent) between 1990 and 2023. Net migration is the number of people moving out of a region subtracted from those moving into a region. “Migration” does not include births or deaths. A region’s population will tend to grow due to the tendency of births to exceed deaths. Thus, a region’s population can grow even when more people are moving out than are moving in. In that case, population growth will be slower than the average for other areas, or for the nation as a whole. Some level of migration may represent movement between counties within the Study Area.

Net migration is positive when more people move into a region than move out of it. Net migration is negative when more people move out of a region than move into it.

Table 4-1: Study Area Net Migration, 1990 - 2023			
County	**Net Migration 1990-2023**	**1990 Population**	**Cum. Net Migration as % of 1990 Population**
Crawford	421	9,914	4%
Daviess	-1,018	27,533	-4%
Dubois	927	36,616	3%
Greene	1,579	30,410	5%
Lawrence	2,419	42,836	6%
Martin	-1,254	10,369	-12%
Monroe	15,227	108,978	14%
Orange	780	18,409	4%
Perry	-232	19,107	-1%
Pike	-438	12,509	-4%
Spencer	-274	19,490	-1%
Warrick	14,424	44,920	32%
Study Area	34,787	381,091	9%
Indiana	297,697	5,544,159	5%
Source: STATS Indiana (www.stats.indiana.edu)			

As in the case of population, positive net migration in the Study Area has been concentrated within Monroe and Warrick counties, reflecting growth in the Bloomington and Evansville urban areas.

Figure 4-3 graphically depicts the cumulative net migration of all counties in the Study Area as a percentage of the Study Area's 1990 population. It shows that during this 33-year period, five of the 12 Study Area counties had negative net migration, with more people moving out than moving in.

Figure 4-3: Study Area Cumulative Net Migration by County (1990 – 2023) as Percentage of 1990 Population

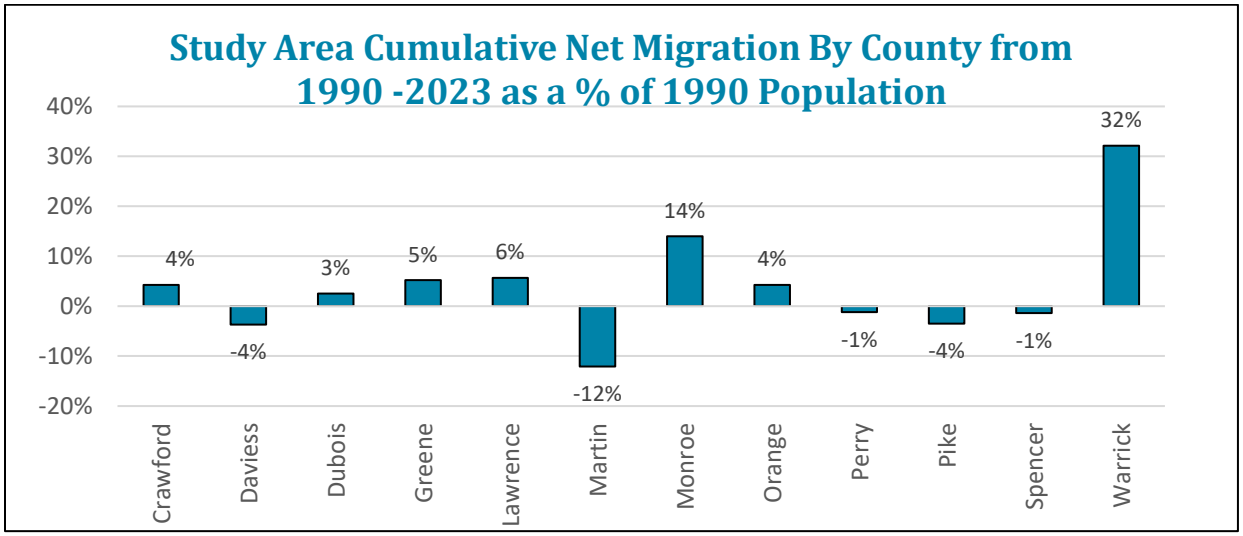
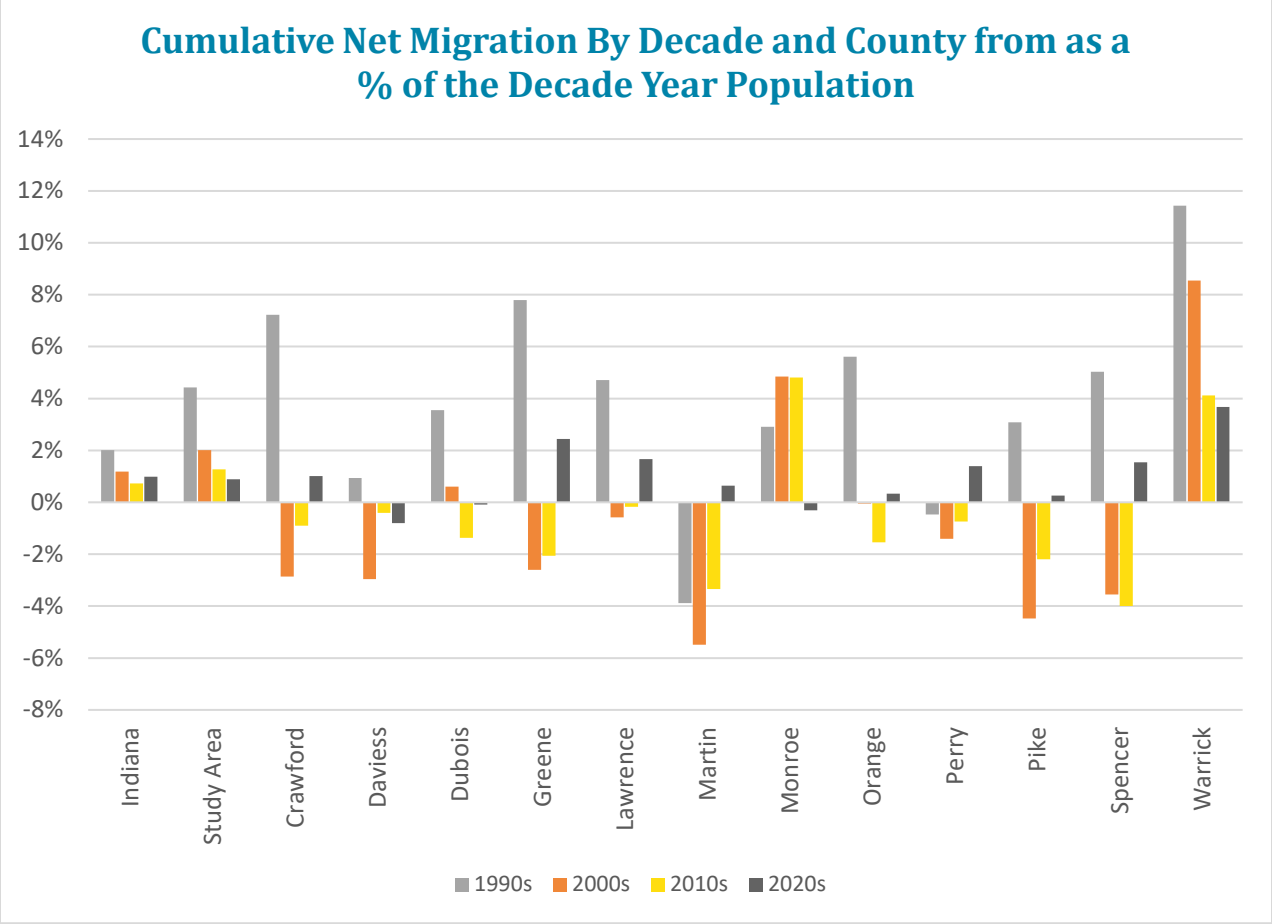


Figure 4-4 shows the cumulative net migration for counties in the Study Area by decade as a percentage of the population for the decade year (1990, 2000, 2010, 2020).

Figure 4-4: Cumulative Net Migration by Decade and Population



Eleven of 12 counties in the Study Area as well as the state of Indiana experienced positive net migration in the 1990s. Only Martin County saw negative net migration in this decade.

The statistics on net migration show that, from 2010-2019, net migration in the Study Area was double that of Indiana as a whole. Nevertheless, net migration steadily decreased in the Study Area from 2000 to 2019. Migration has consistently been highest in Warrick County. This could be attributable in part to population movements from Vanderburgh County.[17]

From 2000 to 2019, net migration was negative in most individual Study Area counties. In these counties, more people were moving out than moving in. But this trend seems to have reversed from

[17] Vanderburgh County was not included in the Study Area in Tier 1, which is also used as the Study Area for this Tier 2 project in SIU 2. The western boundary of the Study Area in Tier 1 was established to include areas where transportation flows could be affected by the Mid-States Corridor. I-69 was established as the western and northern boundary of this area.

2020 to 2023 and currently is similar to migration in Indiana as a whole. It will require more time to determine whether this reversal in migration will continue.

4.2.1.3 Per-Capita Income

Figure 4-5 shows that the per-capita income of the Study Area (expressed in constant year 2017 dollars) tracks with statewide trends. Both the Study Area and Indiana per-capita income were higher than the U.S. figures until the mid-1990s where they began falling but have recently risen. Currently, both are slightly above the national average.

Table 4-2 compares county-level per-capita incomes to statewide averages. In both 1980 and 2022, all except Daviess, Dubois and Warrick counties are below statewide averages. Crawford has the lowest per-capita income, averaging nearly 29 percent lower than the statewide average in 2022. Martin and Daviess counties have the largest increases (116 percent) between 1980 and 2022. Indiana and the Study Area show similar growth in per-capita income, and both are higher than the rest of the United States. Daviess and Martin counties show the highest percentage of growth in per-capita income from 1980 to 2022, although Martin County has shown a negative decennial population growth since 1980, indicating that the per-capita income gains there are actually related to a decreasing population. Meanwhile, Crawford, Lawrence and Orange counties have experienced the lowest per-capita income growth, with Crawford also showing a very low population growth of only 3.1 percent per decennial from 1970 to 2020. This indicates that a decreasing population is partially responsible for an increase in per-capita income there.

Figure 4-5: Per-Capita Income Trends, 1980 – 2017 (in Constant Year 2017 Dollars)

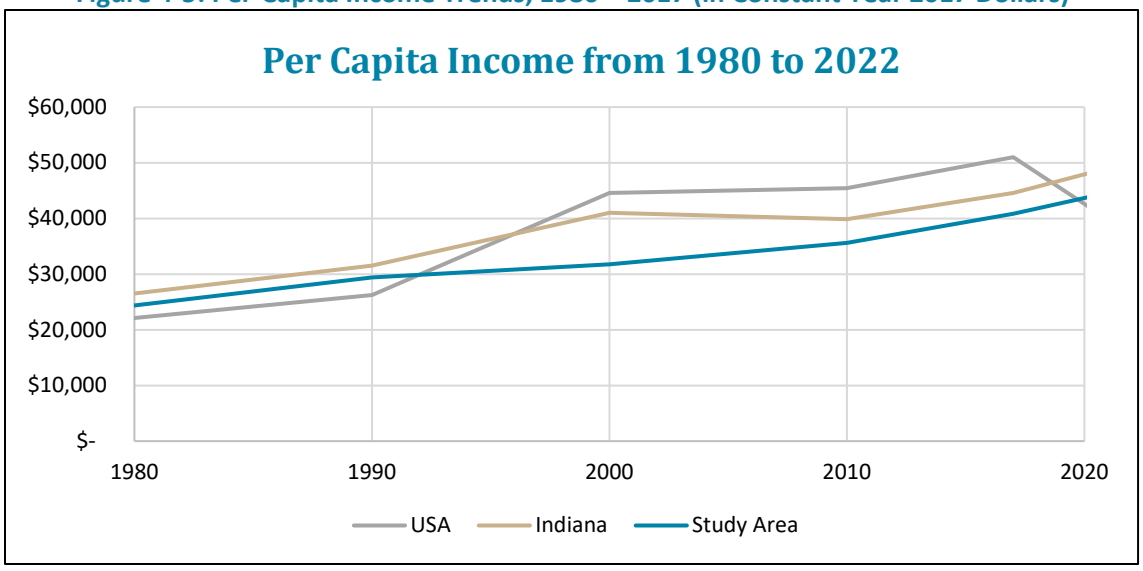


Table 4-2: County Level Per-Capita Income Comparisons (in Constant Year 2017 Dollars)			
County	Per-Capita Income 1980	Per-Capita Income 2022	% Change in Per-Capita Income
Crawford	$23,608	$35,596	79%
Daviess	$27,597	$50,074	116%
Dubois	$32,376	$56,520	108%
Greene	$27,945	$43,800	87%
Lawrence	$29,651	$45,000	81%
Martin	$24,953	$45,297	116%
Monroe	$27,099	$46,784	105%
Orange	$25,672	$39,323	82%
Perry	$28,567	$38,055	59%
Pike	$30,883	$40,958	58%
Spencer	$27,856	$46,658	99%
Warrick	$35,768	$58,707	95%
Study Area	$29,000	$45,564	90%
Indiana	$31,555	$50,163	89%
United States	$26,319	$36,963	67%
Source: STATS Indiana (www.stats.indiana.edu), US Census, InfoPlease			

4.2.1.4 Poverty

Figure 4-6 shows that poverty rates in the Study Area were higher than those of the state for the entire period of 1980 -2020, and higher than the U.S. rate from 2005 to 2020. In recent years, poverty rates in Indiana and the Study Area have decreased and now are similar to poverty rates in the United States as a whole.

Figure 4-6: Poverty Rates, 1980 – 2020

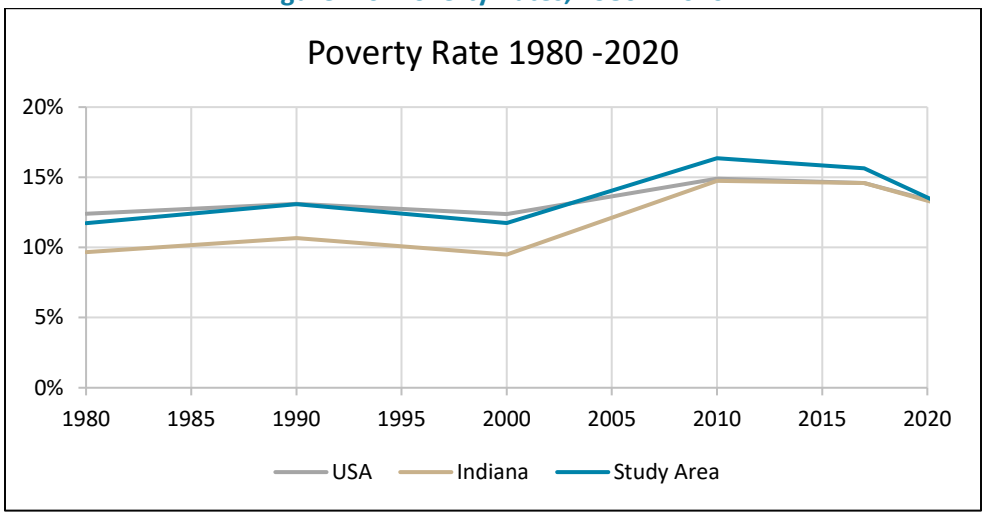


Table 4-3 shows poverty rates[18] by Study Area County in 1980 and 2022. Counties where the poverty rate decreased include Dubois, Pike and Spencer. Warrick had the largest decrease in poverty rates, by 11.4 percent. Monroe had the largest increase in poverty rates at 6.0 percent.

Table 4-3: Poverty Rates by County, 1980 - 2022

County	Poverty (%) 1980	Poverty (%) 2022	Change in Poverty %
Crawford	6.7%	11.4%	4.70%
Daviess	6.9%	10.7%	3.80%
Dubois	8.8%	8.4%	-0.40%
Greene	9.4%	12.7%	3.30%
Lawrence	10.6%	12.4%	1.80%
Martin	10.9%	12.8%	1.90%
Monroe	12.2%	18.2%	6.00%
Orange	12.2%	14.5%	2.30%
Perry	14.8%	16.6%	1.80%
Pike	15.0%	11.8%	-3.20%
Spencer	16.7%	9.3%	-7.40%
Warrick	18.8%	7.4%	-11.40%
Study Area	11.7%	12.6%	0.27%
Indiana	9.7%	12.5%	2.80%
United States	12.4%	12.6%	0.20%

Source: STATS Indiana (www.stats.indiana.edu), US Census, InfoPlease

While there is a range of county-level poverty rates within the Study Area, as a whole its poverty rates are similar to those throughout Indiana and the rest of the country. Poverty has increased in the Study Area since 1980, which illustrates the need to support economic development within the Study Area.

4.2.1.5 Unemployment

Figure 4-7 shows trends in unemployment rates in the Study Area, compared with all of Indiana and the United States. The Study Area unemployment rate was higher than that of the state until the mid-2000s. Since that time, unemployment in the Study Area has been lower than both the state and national averages.

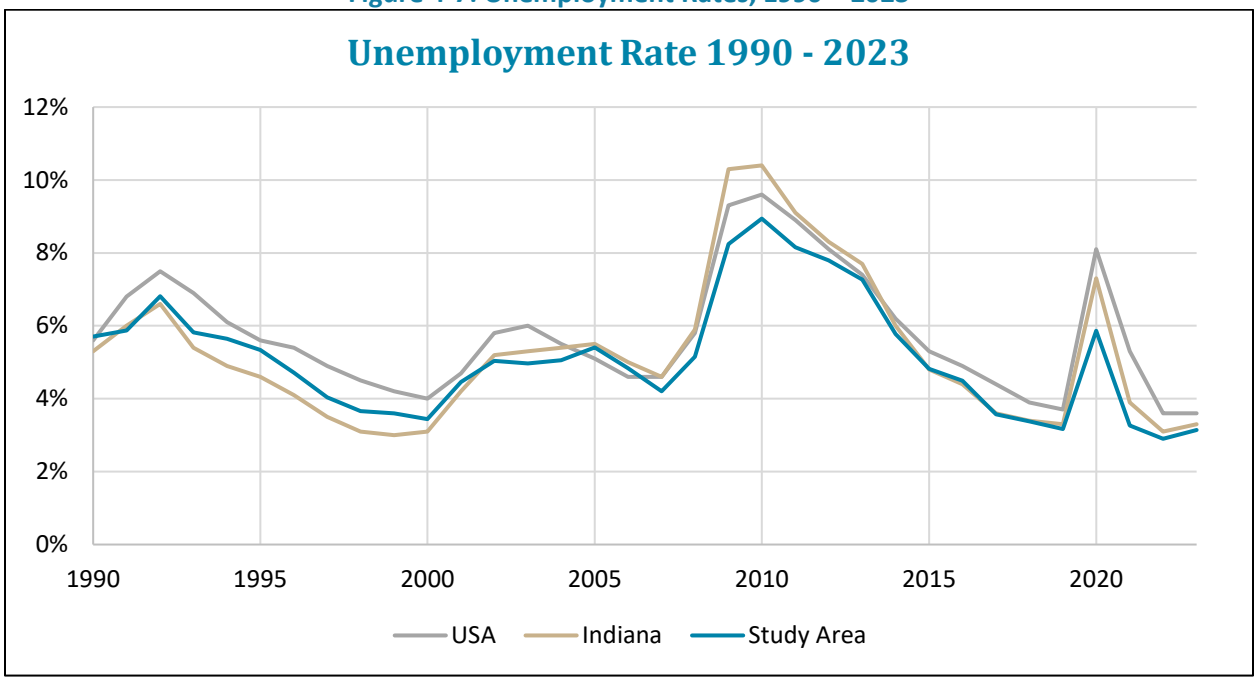
Recent year unemployment data reflect national trends toward "full employment" in the economy. Economists generally regard "full employment" as the rate which the economy can sustain without experiencing wage-related inflation. Prior to the mid-2010s, this rate generally was considered to be about 5 percent. U.S. Federal Reserve economists currently put this "natural" rate of unemployment at between 4.0 percent and 4.5 percent.[19]

[18] Poverty rates are a household measure, not a per-capita measure. They depend on household size, including parents and related children under 18. Poverty thresholds are determined by the Census Bureau and do not vary geographically, although they are updated for inflation using the Consumer Price Index. Poverty thresholds use money income before taxes and do not include capital gains or noncash benefits. - Census.gov, accessed October 22, 2024.

[19] https://www.federalreserve.gov/monetarypolicy/files/fomcprojtabl20240918.pdf

Within this context, unemployment statistics offer less insight than in the past. Currently, unemployment rates for the United States, Indiana and the Study Area all are at or below 4 percent. For this reason, unemployment rates are not cited in the summary of economic conditions in **Section 4.2.7**.

Figure 4-7: Unemployment Rates, 1990 – 2023



4.2.1.6 Housing Availability

Table 4-4 shows the workforce housing ratio. It is calculated as the total number of housing units (a place of residence such as a house, apartment, mobile home or group of rooms intended for occupancy as separate living quarters) divided by households. A higher workforce housing ratio indicates an ample supply of residences, while a low workforce housing ratio indicates a potential shortage of houses. Some estimates[20] put the ideal ratio to be around 1.4 to 1.5, though this likely varies considerably based on geography. Overall, the United States, Indiana and the Study Area all show similar workforce housing ratios, ranging from 1.1 to 1.12, suggesting a lack of available housing.

Within the Study Area, Crawford has the highest workforce housing ratio (1.35), which is likely the result of Crawford showing relatively low population growth since 1980, with a steady availability of housing available for a decreasing population of workers. Dubois and Lawrence have the lowest ratios. These counties have also shown high per-capita income growth, indicating that they may have outgrown their housing stock and need more housing.

[20] https://oregonbusinessreport.com/2022/10/addressing-oregons-housing-shortage-workforce-needs/

Table 4-4: Housing Availability in 2022	
County	**Workforce housing ratio**
Crawford	1.35
Daviess	1.10
Dubois	1.07
Greene	1.14
Lawrence	1.09
Martin	1.16
Monroe	1.11
Orange	1.14
Perry County	1.12
Pike County	1.11
Spencer County	1.10
Warrick County	1.07
Study Area	1.11
US	1.12
Indiana	1.10

4.2.1.7 Study Area Economic Conditions – Summary

A range of economic indicators show the need to support economic development within the project Study Area.

- **Population growth in Indiana has trailed behind that of the United States.** Between 1970 and 2020, the U.S. population expanded at an average decennial rate of 10.8 percent. In contrast, Indiana's population grew at a decennial rate of 6.5 percent, while the Study Area saw a slightly higher growth rate of 8.1 percent over the same period.
- **Net migration (people moving in minus those moving out) in the Study Area has outpaced Indiana's rate.** In the Study Area, net migration nearly doubled the state's net migration rate (9 percent vs. 5 percent) between 1990 and 2023. Positive migration has been particularly strong in Monroe and Warrick counties, reflecting population growth in the Bloomington and Evansville metropolitan areas.
- **Per capita income in the Study Area has steadily improved since 1980.** It aligns closely with state averages and has outperformed national figures, rising by 90 percent between 1980 and 2020. However, some counties within the Study Area continue to lag. With the exception of Daviess, Dubois and Warrick counties, all others were below the state average in both 1980 and 2022. Crawford County had the lowest per-capita income in 2022, averaging nearly 29 percent below the state's average.
- **The Study Area appears to face a shortage of workforce housing.** Only Crawford County approaches the recommended level of workforce housing, suggesting a potential shortage of housing options for workers across the region. This issue mirrors trends seen throughout Indiana and the broader United States.

The ability of transportation improvements to support economic development is well-understood. Federal policies support transportation planning to improve the economic development of rural areas (**Section 2.1**). The INDOT Statewide Transportation Plan supports transportation investments to improve economic competitiveness and quality of life (**Section 2.3**). The Tier 1 FEIS documented that the selected alternative resulted in increases in regional Gross Domestic Product (GDP), employment and personal income. Of the six alternatives considered in Tier 1, the selected alternative (RPA P) offers the highest level of economic growth. See Tier 1 FEIS, **Section 2.6.1.2**, **Table 2-13**.

The preceding analyses show lagging economic development in Southern Indiana as measured by some indicators. The Mid-States Corridor is an important component of supporting economic development in Southern Indiana. Better connecting the Study Area to the broader economy will increase economic opportunities and growth in the area. The core goals of improved accessibility (Goals 1, 2 and 7) support improved economic development.

4.2.2 Regional Business & Economic Input

Dubois County is a significant contributor to economic activity of Southern Indiana. Several large national corporations are located within the Study Area, including large furniture manufacturers (OFS Brands, Masterbrand Cabinets, Best Home Furnishings, Jasper Group and Kimball International) and two of the nation's leading poultry producers (Wabash Valley Produce and Farbest Foods, Inc.). Other industries with significant employment and economic impacts include Jasper Engines and Transmissions, Jasper Rubber, Meyer Distributing and Kimball Electronics. Businesses stated that access to markets to the north and south of Dubois County is affected by limitations of existing US 231. Input from several entities stated that access to I-64 is inefficient, citing their perceptions that US 231 is unreliable. Unpredictability in delivery times leads to increased freight costs. Finding highly skilled and entry-level workforce is restricted by employee commuting distances and the constrained housing market.[21] Access to intermodal facilities such as larger airports is limited. These include the FedEx center in Indianapolis, the UPS center in Louisville and rail operations in Indianapolis and Chicago.

Large businesses and economic development agencies in Dubois County were contacted to request their participation in a business questionnaire with a follow-up interview. Interviews were conducted with five businesses[22] (Farbest Foods, Jasper Engines, Masterbrand Cabinets, Meyer Distributing and Wabash Valley Foods) and three economic development organizations (Huntingburg Regional Airport (KHNB), Dubois Strong and Radius Indiana) in Dubois County between September 24 – October 1, 2024. Themes include accessibility to local roadways, local roadway improvements, benefits of the Mid-States Corridor roadway and Mid-State Corridor roadway facility type options.

Two other Dubois County companies (OFS and Kimball International) completed questionnaires, but not interviews. Please see the surveys and questionnaires, including individual interview summaries and tables in the **Economic Development Appendix**.

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[21] The Tier 1 FEIS showed that the selected alternative (RPA P) provides Jasper with a workforce increase of 8,700 to 8,900. See **Table 2-7**.

[22] Project staff contacted the nine businesses in Dubois County with annual sales of at least $100 million. These five participated by responding to a questionnaire and participating in a follow-up interview with project staff. Two other businesses responded to questionnaires only. The summary of these questionnaire responses are provided in the **Economic Development Appendix**.

A detailed summary of these interviews is provided in the Comments, Coordination and Public Involvement section of this NEPA document.

5. TIER 2 PUBLIC & AGENCY INPUT

This document is the draft issued for public and agency input in March 2025. Major opportunities for input to date are described in **Section 5.1 - Agency and Local Government Input** and **Section 5.2 - Public Input**.

5.1 Agency and Local Government Input

5.1.1 Scoping and Early Coordination Stage

An interagency scoping meeting was held in Jasper, Indiana on October 2, 2024. In addition to the project team, INDOT and FHWA staff, 22 federal and state agencies attended the meeting. During the meeting, agency representatives expressed their interest in participating in the development of the Purpose and Need. However, no specific input on Purpose and Need was provided during the meeting or in follow-up correspondence.

On October 24, 2024, INDOT sent an Early Coordination Letter (ECL) to over 100 individuals affiliated with federal and state agencies, as well as with local and county governments. It described in several paragraphs the primary and secondary purposes for the project, based on the Tier 1 FEIS Purpose and Need. To date, several agency responses have been received. These addressed environmental concerns, including potential impacts to aquatic resources, listed species and cultural resources, environmental justice, climate change, indirect and cumulative effects and mitigation commitments. These concerns will be considered during the development and evaluation of preliminary alternatives.

5.1.2 Input on Draft Purpose and Need Statement

This is a placeholder for input received from agencies and local governments on this Draft Purpose and Need Statement.

5.2 Public Input

5.2.1 Input Received During Scoping

On July 23, 2024, INDOT provided a press release announcing the commencement of Tier 2 NEPA studies on SIU 2. It notified the public that the Project Office would reopen on July 25, 2024.

On September 17, 2024, INDOT provided notification in a press release that a kickoff public information meeting for this study would be held on September 26, 2024, at Jasper Middle School. There were 154 members of the public who formally registered at this meeting. Total attendance was approximately 200. The meeting included a short presentation. In addition, a number of project staff were available at maps and displays to receive comments and answer questions.

In addition to comments received at this meeting, other comments have been submitted via the project website, U.S. mail, email and visits to the Project Office. Most comments and questions are pertaining to potential impacts to specific properties and points of access. A small number of comments received

pertain to the project's Purpose and Need. Several comments asserted that adequate need for this highway has not been demonstrated. Some of these comments focused specifically on the lack of economic benefits from the project. One comment asserted that there had been no studies of the economic benefits of the project. Other comments asserted that no travel time benefits have been demonstrated.

Some comments noted that it would improve accessibility to many specific locations. Some stated that accessibility would be improved throughout the Study Area in general.

5.2.2 Input on Draft Purpose and Need Statement

This is a placeholder for input received from the public on this Draft Purpose and Need Statement.

6. PROJECT GOALS & PERFORMANCE MEASURES

The following goals and performance measures will be used to evaluate project alternatives in their ability to satisfy the project's Purpose and Need. They are grouped by the individual points in the Statement of Purpose and Need (**Section 1**).

Certain goals are designated as **core goals**. This designation is based upon the level of need documented for each of these goals, as well as the associated federal and state transportation policies which they support. To be selected, the Preferred Alternative will need to show a significant improvement related to each core goal.

These goals and performance measures are used to evaluate alternatives' ability to satisfy the project's Purpose and Need. They support the items presented in **Section 1 - Statement of Purpose and Need**. The four core goals (Goals 1, 2, 7 and 8) correspond to the three main project purposes listed there. The four secondary goals (Goals 3, 4, 5 and 6) correspond to the three listed secondary purposes. **Table 6-1** describes the differences between core and secondary goals, and their role in alternative selection.

Table 6-1: Comparison of Core and Secondary Goals

Descriptor	Core Goals	Secondary Goals
Definition	Outcomes identified as required to be achieved by the project. These are ***fundamental reasons*** for the project.	Represent secondary outcomes.
How Identified	Federal and state transportation planning requirements. Previous planning studies. Technical analyses. Extensive business and stakeholder interviews. These identified ***core goals*** for the project.	Technical analyses.. Economic development measures are secondary because transportation is one of several necessary components to support economic development.
Role in Alternative Evaluation	Alternatives must have adequate performance in addressing goals. Adequacy is defined using an index approach. To have adequate performance, an alternative provides at least half the benefit of the best-performing alternative across all core goals.	Performance on secondary goals also are considered in identifying a preferred alternative. Goal 4, Reduce Crashes, will be considered in selecting a facility type.

One core goal has been added which did not appear in the Tier 1 FEIS/ROD. That is Goal 8, which requires the selection of a Tier 2 alternative which reflects the "Build" decision made in the Tier 1 ROD.

Several performance measures have been added or refined since the Tier 1 FEIS/ROD. These reflect the analysis of alternatives only within the approved Tier 1 corridor. It also incorporates more detailed analytical tools, particularly for traffic operations and traffic safety. These refinements include:

- Adding performance measures associated with northeast Jasper industrial area to **Goal 1** and **Goal 7**.

- For **Goal 1**, modifying the workforce travel time analysis to consider workforce within 40 minutes, rather than 30 minutes, of downtown Jasper.
- Adding Huntingburg to the workforce travel time analysis in **Goal 1**.
- Adding the freight access index to **Goal 2**.
- Using Synchro and Highway Capacity Manual analyses for **Goal 3.**

Technical tools which will be used to calculate these performance measures include:

- Mid-States Corridor Tier 2 regional travel demand model, for performance measures for **Goals 1, 2** and **7**.
- TREDIS economic analysis tool (see https://tredis.com/), for performance measures for **Goals 5** and **6.**
- Synchro 11 traffic analysis software and Highway Capacity Manual software for performance measures for **Goal 3**. See Traffic Analysis Appendix for more information.
- Highway Safety Manual Part C methods for **Goal 4**.

6.1 Improved Regional Connectivity

Goal 1 – Increase accessibility to major business markets (core goal)

Performance Measures

- Reduction in travel time between downtown Jasper and NSA Crane, Bloomington, Rockport, Bedford, Washington, Indianapolis, Chicago and Louisville
- Reduction in travel time between northeast Jasper industrial area and NSA Crane, Bloomington, Rockport, Bedford, Washington, Indianapolis, Chicago and Louisville
- Increases in workforce within 40 minutes of downtown Jasper
- Increases in workforce within 40 minutes of downtown Huntingburg

Goal 2 – Provide more efficient truck/freight travel in Southern Indiana (core goal)

Performance Measures

- Reduction in truck vehicle hours of travel (VHT) in 12-county Study Area
- Access index[23] from major freight origins to alternative access points

6.2 Improved Traffic Operations

Goal 3 – Improve Local Traffic Operations in Jasper and Huntingburg

Performance Measure

- Improvements in future year performance on Synchro and Highway Capacity Manual analyses

[23] The business survey identified over 500 daily freight trips beginning or ending at 17 freight terminals in Jasper. This index calculates the weighted average (by number of freight trips) of access time from major freight origins and destinations to the nearest access point on each alternative.

6.3 Improved Traffic Safety

Goal 4 – Reduce crashes in Southern Indiana

Performance Measure

- Forecasts of crash rates for serious crashes.[24]

6.4 Support Economic Development in Southern Indiana

Goal 5 – Increase Levels of Business Activity within Southern Indiana

Performance Measures

- Increase in business sales within 12-county Study Area
- Increase in total employment within 12-county Study Area
- Increase in employment in high-wage industries in 12-county Study Area
- Increase in employment in high-growth industries in 12-county Study Area

Goal 6 – Increase Personal Economic Well-Being in Southern Indiana

Performance Measure

- Increase in personal income within 12-county Study Area

6.5 Improve Connections to Major Multimodal Locations from Southern Indiana

Goal 7 – Increase access to major rail and air intermodal centers (core goal)

Performance Measures

- Reduction in travel time to CSX Avon Yard, Senate Avenue Yard (Indianapolis), Louisville Airport and Indianapolis Airport from downtown Jasper
- Reduction in travel time to CSX Avon Yard, Senate Avenue Yard (Indianapolis), Louisville Airport and Indianapolis Airport from northeast Jasper industrial area

6.6 Complete Section 2 of the Mid-States Corridor Project

Goal 8 – Complete Section 2 of the Mid-States Corridor Project between I-64 at Dale and SR 56 at Haysville (core goal)

Performance Measures

- Development of an arterial roadway which meets current design standards
- Identify the facility type(s) for this facility

[24] Serious crashes are those which result in one or more fatality and/or serious injury. Performance on this goal will be considered in identifying a facility type.

MID-STATES CORRIDOR TIER 2

PURPOSE AND NEED

TRAFFIC ANALYSIS APPENDIX

Mid-States Corridor
Tier 2 NEPA Study

Prepared for

Indiana Department of Transportation

MARCH 31, 2025

Prepared by

Mid-States Corridor Project Consultant

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

LOCHMUELLER GROUP
Reinvent Your Future

MEMO

To:	File
From:	Sarah Baty
Cc:	Jason DuPont, Sharif Ullah, Robert Brown, Cheryl Sharp, Michael Grovak
Date:	Updated November 25, 2024
Subject:	Safety and Traffic Operations Analysis for 2024 Existing and 2050 No Build in Dubois County, Indiana

INTRODUCTION

The purpose of this analysis is to determine the existing and no build operating conditions along US 231 in Dubois County, Indiana. This analysis was performed to support the Mid-States Corridor Tier 2 Purpose and Need statement. Existing conditions for safety and traffic operations along the US 231 corridor were evaluated. No build traffic operations were also evaluated. The study corridor is shown in **Figure 1**.

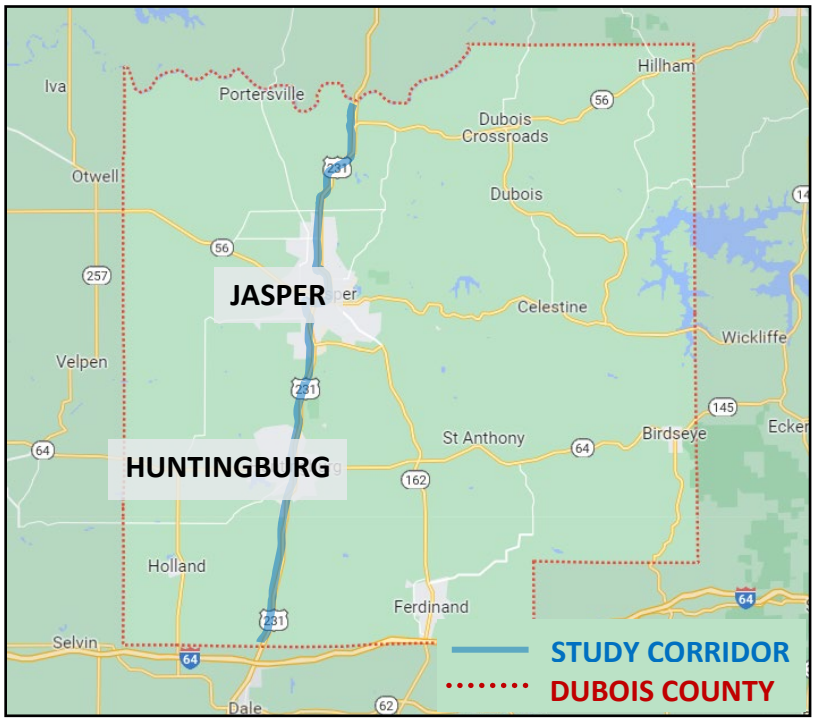

FIGURE 1: PROJECT AREA

The study area contains 18 signalized intersections, and roadway segments which will be analyzed. The intersections are shown in **Figure 2** and **Figure 3**. The roadway segments analyzed are shown in **Figure 4** and **Figure 5**.

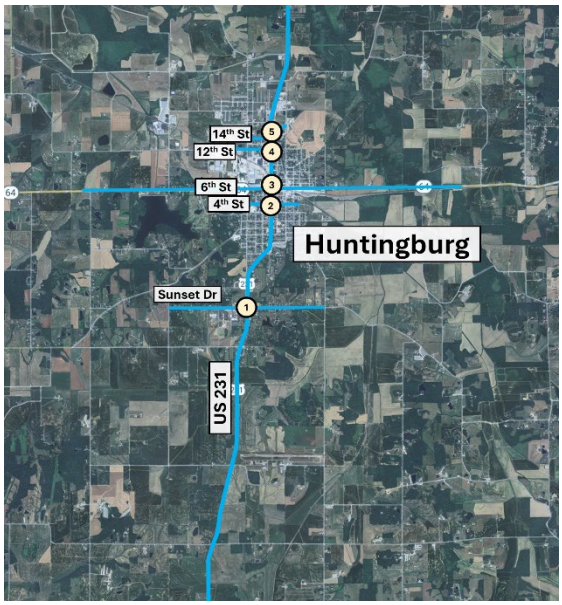

FIGURE 2: HUNTINGBURG SIGNALIZED INTERSECTIONS

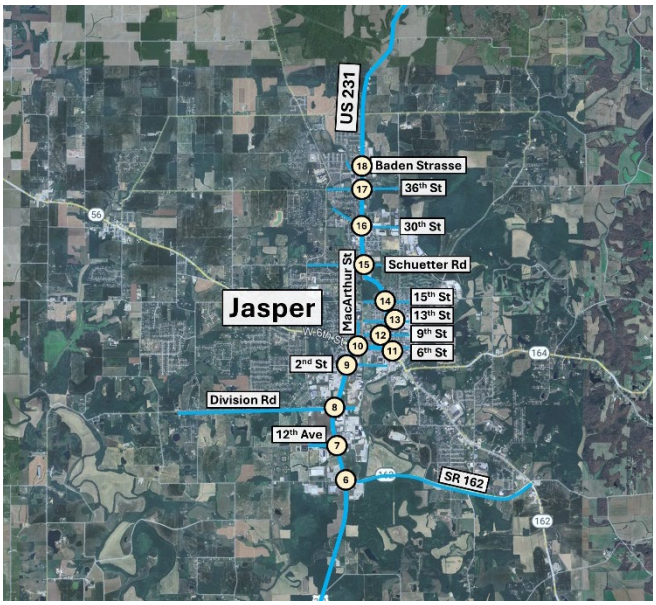

FIGURE 3: JASPER SIGNALIZED INTERSECTIONS

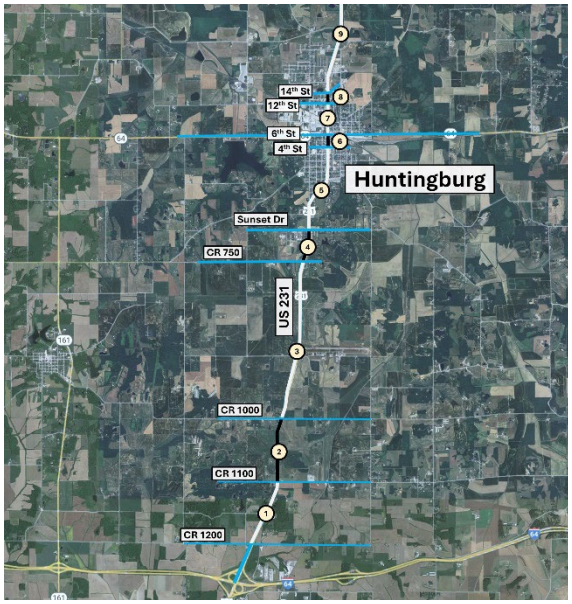

FIGURE 4: HUNTINGBURG ROADWAY SEGMENTS

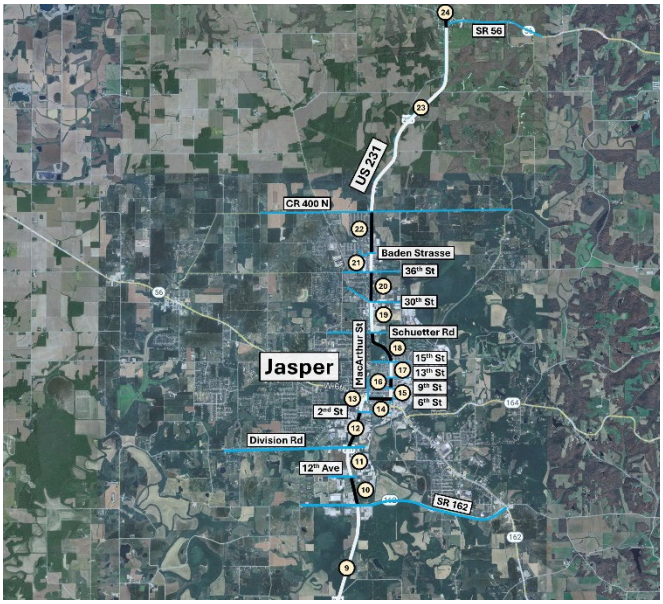

FIGURE 5: JASPER ROADWAY SEGMENTS

SAFETY ANALYSIS

A safety analysis was performed for existing intersections and segments along US 231 in Dubois County. Automated Reporting Information Exchange System (ARIES) crash data for the 3-year period between 2021 and 2023 was obtained from INDOT for the analysis. Crashes within the study area were assigned to an intersection or segment. The data was further refined to remove crashes with deer or other animals, and crashes that occurred in parking lots.

RoadHAT[1] is a crash analysis tool that is compliant with the Highway Safety Manual methodology and is calibrated for Indiana roadways. It was used to calculate the Index of Crash Frequency (I_{CF}) and Index of Crash Cost (I_{CC}). The index values represent the number of standard deviations (+/-) above or below the statewide average for the corresponding facility type. An I_{CC} or I_{CF} value below zero indicates the intersection is performing better than average for the particular roadway type and traffic volume. The higher the I_{CF} value, the stronger the evidence for the location to be classified as a high frequency crash location. Similarly, the higher the I_{CC} value, the stronger the evidence crash costs are higher than expected, due to the incidence of higher severity crashes.

The analysis results for intersections are presented in **Table 1** and results for segments are presented in **Table 2**. I_{CC} and I_{CF} values greater than expected are identified in the summary tables, with values greater than 1 highlighted in red and values between zero and 1 are highlighted in yellow. Any values greater than 1 are considered elevated and no other thresholds are established. The following conclusions were made based upon the analysis.

Overall, the corridor is performing better than expected when compared to other corridors around the state. Safety concerns appear to be isolated to a few specific intersections and segments.

Two intersections in downtown Jasper have the highest I_{CC} and I_{CF} values. The intersection of US 231 (6th Street) and Clay Street in Jasper has an I_{CC} value of 0.90 and I_{CF} value of 1.27. The intersection of US 231 (Newton Street) and 7th Street in Jasper has an I_{CC} value less than zero and an I_{CF} value of 1.63. Both intersections are two-way stop control with free-flowing traffic on US 231 and stop control for the cross streets. The predominant crash type is right-angle crashes.

The intersection of US 231 and Baden Strasse in Jasper has an I_{CC} value of near zero and an I_{CF} value of 1.96. The intersection is signalized and provides access to a shopping center and a residential neighborhood. The predominant crash types are rear end and right angle.

The intersection of US 231 and 47th Street/CR 400 N in northern Jasper has an I_{CC} value of 0.50 and an I_{CF} value of 0.75. This intersection is the along the northern border of Jasper. It is two-way stop control with free-flowing traffic on US 231 and stop control for 47th Street/CR 400 N.

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[1] Purdue University researchers developed RoadHAT for INDOT as a comprehensive and complete software-based tool for safety management related to road improvements. This program supports evaluation of crash hazards for road sections and intersections; identification of hazards causing road deficiencies and related safety countermeasures; estimations of economic effectiveness for proposed safety countermeasures; and estimations of effectiveness of implemented road improvements to increase safety.

The segments of US 231 from 11th Street to 14th Street in Huntingburg has have I_{CC} and I_{CF} values greater than zero. This section of roadway is a 2-lane section and is primarily commercial use with driveways on US 231. The predominant crash type is rear end crashes.

The segment of US 231 from 13th Street to 15th Street in Jasper has an I_{CC} value less than zero but an I_{CF} value of 1.24. This section of roadway is located north of downtown Jasper and is a 3-lane section with a two-way left turn lane. Most of the crashes occurred at the intersection of US 231 and 14th Street, which is unsignalized, and the predominant crash type is rear end crashes.

TABLE 1: SAFETY ANALYSIS - INTERSECTION I_{CC} AND I_{CF}

INT NO.	Intersection	Fatal & Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	PDO Crashes	TOTAL	I_{CC}	I_{CF}
1	US 231 & CR 1100 S	1	0	2	3	0.08	-0.13
2	US 231 & CR 1000 S	0	0	7	7	-0.61	0.71
3	US 231 (Main St) & CR 750 S	0	0	2	2	-0.52	-0.34
4	US 231 (Main St) & Sunset Dr	0	1	8	9	-0.57	0.24
5	US 231 (Main St) & Chestnut St	0	0	4	4	-0.69	-0.49
6	US 231 (Main St) & 1st St	0	0	5	5	-0.72	-0.47
7	US 231 (Main St) & 4th St	1	0	3	4	0.07	-0.58
8	US 231 (Main St) & SR 64 (6th St)	0	0	20	20	-0.91	0.31
9	US 231 (Main St) & 11th St	0	0	3	3	-0.63	-0.45
10	US 231 (Main St) & 12th St	0	0	7	7	-0.88	-0.46
11	US 231 (Main St) & 14th St	0	1	9	10	-0.81	-0.34
12	US 231 & 22nd St/CR 400 S	3	0	7	10	0.64	0.48
13	US 231 & Phoenix Dr	0	2	1	3	-0.46	-0.61
14	US 231 & SR 162 (CR 100 S)	1	3	13	17	-0.51	-0.51
15	US 231 & 12th Ave	2	2	15	19	0.38	0.28
16	US 231 & Division Rd	0	0	9	9	-1.07	-0.58
17	US 231 & 4th Ave/Wernsing Rd	0	1	7	8	-0.44	0.20
18	US 231 & 1st Ave/Indiana St	0	0	0	0	-1.15	-1.38
19	US 231 & 2nd St	0	1	11	12	-1.14	-0.69
20	US 231 (6th St) & Mac Arthur St	0	0	9	9	-1.28	-0.89
21	US 231 (6th St) & Bartley St	0	1	2	3	-0.64	-0.74
22	US 231 (6th St) & Clay St	2	1	12	15	0.90	1.27
23	US 231 (Newton St) & 6th St	0	3	23	26	-1.00	-0.28
24	US 231 (Newton St) & 7th St	0	2	15	17	-0.08	1.63
25	US 231 (Newton St) & 8th St	0	2	6	8	-0.38	0.02
26	US 231 (Newton St) & 9th St	1	1	15	17	-0.10	0.29
27	US 231 (Newton St) & 13th St	0	2	12	14	-0.80	-0.21
28	US 231 (Newton St) & 15th St	0	1	17	18	-0.98	-0.14
29	US 231 (Newton St) & Schuetter Rd	1	3	12	16	0.03	0.12
30	US 231 (Newton St) & 30th	1	0	27	28	-0.35	0.58
31	US 231 (Newton St) & 36th St	0	2	19	21	-0.99	-0.24
32	US 231 (Newton St) & Baden Strasse	0	5	32	37	0.00	1.96
33	US 231 & 47th St/CR 400 N	1	2	8	11	0.50	0.75
34	US 231 & Haysville Pk St/SR 56	1	0	4	5	-0.36	-0.59
35	US 231 & Haysville Rd	0	2	1	3	-0.31	-0.09

TABLE 2: SAFETY ANALYSIS - ROADWAY SEGMENT I_{CC} AND I_{CF}

SEG NO.	Segment Extents	Fatal & Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	PDO Crashes	TOTAL	ICC	ICF
1	County Line Rd/CR 1200 S to CR 1100 S	0	0	6	6	-0.86	-0.43
2	CR 1100 S to CR 1000 S	1	0	5	6	-0.07	-0.38
3	CR 1000 S to CR 750 S	2	1	12	15	-0.39	-0.54
4	CR 750 S to Sunset Dr	0	0	1	1	-0.83	-1.04
5	Sunset Dr to Chestnut St	0	0	2	2	-0.87	-0.94
6	Chestnut St to 1st St	1	2	2	5	-0.15	-0.76
7	1st St to 4th St	0	0	3	3	-0.82	-0.74
8	4th St to SR 64 (6th St)	0	1	3	4	-0.37	-0.20
9	SR 64 (6th St) to 11th St	1	0	7	8	-0.15	-0.35
10	11th St to 12th St	1	0	7	8	0.77	1.38
11	12th St to 14th St	1	0	5	6	0.41	0.20
12	14th St to 22nd St/CR 400 S	0	1	7	8	-0.93	-0.65
13	22nd St/CR 400 S to Phoenix Dr	0	0	0	0	-0.73	-1.50
14	Phoenix Dr to SR 162 (CR 100 S)	2	6	18	26	-0.66	-0.57
15	SR 162 (CR 100 S) to 12th Ave	0	0	6	6	-1.03	-0.77
16	12th Ave to Division Rd	0	0	0	0	-1.02	-1.21
17	Division Rd to 4th Ave/Wernsing Rd	0	0	2	2	-0.80	-0.87
18	4th Ave/Wernsing Rd to 1st Ave/Indiana St	0	0	0	0	-0.77	-1.17
19	1st Ave/Indiana St to 2nd St	0	0	2	2	-0.70	-0.73
20	2nd St to Mac Arthur St	2	2	15	19	0.66	0.60
21	Mac Arthur St to Bartley St	0	0	0	0	-0.45	-0.98
22	Bartley St to Clay St	0	0	5	5	-0.81	-0.52
23	Clay St to 6th St	0	0	0	0	-0.46	-0.99
24	6th St to 7th St	0	0	0	0	-0.55	-1.07
25	7th St to 8th St	0	0	0	0	-0.55	-1.08
26	8th St to 9th St	0	0	1	1	-0.51	-0.65
27	9th St to 13th St	0	1	11	12	-0.68	0.03
28	13th St to 15th St	0	2	12	14	-0.01	1.24
29	15th St to Schuetter Rd	2	4	21	27	-0.02	-0.01
30	Schuetter Rd to 30th St/Northwood Ave	0	1	15	16	-0.96	-0.32
31	30th St/Northwood Ave to 36th St	1	1	32	34	-0.37	0.74
32	36th St to Baden Strasse	1	0	11	12	-0.21	-0.16
33	Baden Strasse to 47th St/CR 400 N	0	1	9	10	-0.54	0.25
34	47th St/CR 400 N to Haysville Pk St/SR 56	3	3	18	24	-0.23	-0.37
35	Haysville Pk St/SR 56 to Haysville Rd	0	0	0	0	-0.47	-1.13
36	Haysville Rd to Lumpkin Rd	0	0	0	0	-1.24	-1.58

TRAFFIC OPERATIONS ANALYSIS

The existing traffic operations at signalized intersections in Huntingburg and Jasper were evaluated using Synchro 11 traffic modeling software, which is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) 7th Edition published by the Transportation Research Board[2]. Intersection LOS is based on average delay as shown in **Table 3**.[3] The following measures of effectiveness were reported at intersections: signalized intersection delay, volume-to-capacity ratio, and level of service. For roadway segments within the Synchro network the measures of effectiveness included: running time, signal delay, travel time, and arterial speed.

TABLE 3: LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

LOS	Average Control Delay (seconds per vehicle)
A	≤ 10
B	> 10 to 20
C	> 20 to 35
D	> 35 to 55
E	> 55 to 80
F	> 80

Aggregate travel time was calculated using microsimulation in Synchro's companion tool SimTraffic. At this level of analysis, this metric is intended for relative comparison between scenarios only. Each model was set to run 5 times for 1 hour with a 15-minute warm up period to load traffic onto the SimTraffic network.

Areas outside of Huntingburg and Jasper were analyzed as 2-lane highways or multilane highways using HCS 2025, which is a software tool based on HCM methodologies[4]. Rural 2-lane facilities are divided into two classes, based on speed, in the HCM as follows:

- **Higher-Speed Highway:** Posted Speed Limit ≥ 50 miles per hour. Commonly encountered as inter-city connecting routes.
- **Lower-Speed Highway**: Posted Speed Limit < 50 miles per hour. Typically encountered as intra-city route and in scenic and rural-developed areas. Often have few passing opportunities.

For rural 2-lane facilities, LOS is based on follower density, as illustrated in **Table 4**. The level of service for each roadway segment was reported. This methodology reflects "the importance of passing opportunities and its influence on the amount of platooning that occurs" and is defined as "the number of vehicles in a follower state per mile per lane." [5]

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[2] Cubic Transportation Systems/Trafficware. Synchro Studio 11. Release 11.1.3 (September 29, 2023).
[3] Transportation Research Board. Highway Capacity Manual 7th Edition (2022). Chapter 19.2, Exhibit 19-8.
[4] McTrans. HCS2025, Release 8.4 (October 15, 2024).
[5] Transportation Research Board. Highway Capacity Manual 7th Edition (2022). Chapter 15.2, Exhibit 15-6.

TABLE 4: LEVEL OF SERVICE CRITERIA FOR 2-LANE HIGHWAYS (FOLLOWER DENSITY)

LOS	Higher-Speed Highways	Lower-Speed Highways
A	≤ 2.0	≤ 2.5
B	> 2.0 – 4.0	> 2.5 – 5.0
C	> 4.0 – 8.0	> 5.0 – 10.0
D	> 8.0 – 12.0	> 10.0 – 15.0
E	> 12.0	> 15.0
F	Demand Exceeds Capacity	

Traffic volumes used in the existing conditions analysis were turn movements collected in 2022 and 2024 for this project and are adjusted using INDOT's Adjustment Factors to reflect 2024 conditions.[6] The 2050 no build volumes were calculated by applying growth rates determined by the 2050 Travel Demand Model developed for the Mid-States project. The travel demand model efforts are documented separately in the Mid-States Tier 2 EIS Travel Demand Model Development Memorandum dated September 4, 2024. The forecasted annual growth rates ranged from 0.06% to 0.14% per year. Signal timings at the study intersections were obtained from INDOT. Truck percentages at intersections were extracted from the turning movement counts. The same traffic signal timings and roadway configurations were used for both existing and no build conditions, with the exception of the addition of a passing lane on US 231 between Huntingburg and Jasper (Construction Contract R-44785) which is included in the Travel Demand Model's Future Year No Build network as a committed project.

The intersection traffic operations results for US 231 are summarized in **Table 5**. Several areas are of note or require additional explanation:

- **US 231 and SR 162/CR 100 S**: The intersection at US 231 and SR 162/CR 100 S located at the south side of Jasper performs at LOS D during the AM and PM peak hours. The eastbound approach has LOS F during the PM Peak and the westbound approach performs at LOS F during the AM peak. Traffic operations continue to degrade as traffic on US 231 and SR 162 increases. In no build conditions, the US 231 and SR 162/CR 100 S intersection performs at LOS E during the AM and LOS D during the PM peak hours. The eastbound LOS F during the PM Peak and the westbound approach performs at LOS F during the AM peak. Intersection improvement options have the potential to alleviate these conditions. As **Table 5** indicates, v/c ratios for the US 231 mainline suggest that capacity is available to give green time to side roads for operational improvements. It is beyond the scope of this existing conditions analysis to identify and assess such options.
- **US 231 & Access Drive/MacArthur St & 6th St (Jasper):** In existing conditions, the intersection of US 231 & Access Drive/MacArthur St & 6th St performs at overall intersection LOS B during the AM and LOS C during the PM peak hours. In no build conditions, the overall intersection LOS degrades to LOS D during the PM peak hour. This intersection probably would benefit from an improvement assessment. Poor geometrics and operational issues are confined to one leg of intersection. It is beyond the scope of this existing conditions analysis to provide such an evaluation.
- **US 231 & 6th St (Jasper):** The intersection of US 231 & 6th Street performs at LOS C during the AM and PM peak hours in existing conditions. In conditions, the overall intersection LOS degrades to LOS D during the PM peak hour. The eastbound approach performs at LOS E and has a volume-to-capacity ratio greater

[6] Indiana Department of Transportation. Latest INDOT Traffic Adjustment Factors, Effective for 2023. https://www.in.gov/indot/files/INDOT_Factors_2023.pdf

than 1.0 during the PM peak. Improved signal timings have the potential to alleviate these conditions. It is beyond the scope of this existing conditions analysis to provide such an evaluation.

- **US 231 SR 162 to 47th Street/CR 400 N (Jasper):** In existing conditions, US 231 northbound and southbound perform at LOS C or better during the AM and PM peak. Traffic operations in no build conditions are comparable to existing conditions.
- Most of the intersections in Jasper and Huntingburg have higher performance for US 231 and lower performance for the local roadways. Many eastbound and westbound approaches perform at LOS D.

TABLE 5: US 231 INTERSECTION LEVEL OF SERVICE

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>			
	2024 Existing		2050 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
1: US 231 & Sunset Dr				
Overall Intersection	**B (19.8)**	**A (9.2)**	**C (21.0)**	**A (9.3)**
Eastbound	C (27.5) [196] <0.65>	C (33.3) [56] <0.24>	C (29.2) [200] <0.67>	C (33.4) [58] <0.26>
Westbound	B (17.4) [61] <0.23>	C (31.7) [39] <0.29>	B (18.2) [63] <0.23>	C (31.7) [39] <0.30>
Northbound	B (14.5) [213] <0.47>	A (4.3) [72] <0.22>	B (15.1) [222] <0.48>	A (4.4) [77] <0.23>
Southbound	C (20.9) [318] <0.76>	A (6.1) [181] <0.46>	C (22.4) [336] <0.78>	A (6.3) [198] <0.48>
2: US 231 & 4th St				
Overall Intersection	**A (4.9)**	**A (8.0)**	**A (5.0)**	**A (8.1)**
Eastbound	D (37.1) [26] <0.12>	D (36.3) [33] <0.15>	D (37.1) [26] <0.12>	D (36.3) [33] <0.15>
Westbound	D (37.0) [29] <0.16>	D (37.4) [51] <0.30>	D (37.0) [29] <0.16>	D (37.4) [52] <0.30>
Northbound	A (5.6) [227] <0.48>	A (5.0) [158] <0.35>	A (5.7) [236] <0.50>	A (5.1) [165] <0.36>
Southbound	A (0.8) [147] <0.35>	A (6.3) [296] <0.54>	A (0.8) [149] <0.36>	A (6.4) [313] <0.56>
3: US 231 & 6th St				
Overall Intersection	**C (22.3)**	**C (24.1)**	**C (22.4)**	**C (24.5)**
Eastbound	D (41.8) [95] <0.76>	D (46.6) [#188] <0.85>	D (41.9) [97] <0.76>	D (47.0) [#194] <0.85>
Westbound	D (50.1) [#121] <0.82>	D (39.0) [145] <0.76>	D (50.4) [#125] <0.83>	D (38.9) [147] <0.75>
Northbound	A (2.7) [350] <0.59>	B (12.4) [232] <0.41>	A (3.0) [359] <0.61>	B (12.8) [241] <0.42>
Southbound	C (20.7) [137] <0.37>	B (15.7) [#469] <0.65>	C (21.0) [143] <0.38>	B (16.4) [#491] <0.67>
4: US 231 & 12th St				
Overall Intersection	**A (5.3)**	**A (5.8)**	**A (5.3)**	**A (5.8)**
Eastbound	D (37.0) [38] <0.25>	D (39.0) [76] <0.51>	D (37.0) [38] <0.25>	D (39.0) [77] <0.52>
Westbound	D (36.5) [<25] <0.19>	D (35.8) [31] <0.18>	D (36.5) [<25] <0.19>	D (35.7) [30] <0.17>
Northbound	A (4.1) [208] <0.46>	A (3.6) [127] <0.32>	A (4.2) [216] <0.47>	A (3.6) [133] <0.33>
Southbound	A (0.5) [98] <0.28>	A (0.9) [222] <0.49>	A (0.5) [106] <0.29>	A (1.0) [240] <0.51>
5: US 231 & 14th St				
Overall Intersection	**A (7.7)**	**A (8.5)**	**A (7.7)**	**A (8.6)**
Eastbound	D (36.1) [115] <0.57>	D (38.2) [105] <0.57>	D (36.0) [117] <0.58>	D (38.1) [107] <0.57>
Westbound	C (31.2) [25] <0.10>	C (34.2) [43] <0.18>	C (31.0) [25] <0.10>	C (34.0) [43] <0.18>
Northbound	A (1.1) [142] <0.47>	A (0.7) [80] <0.36>	A (1.2) [150] <0.48>	A (0.8) [81] <0.37>
Southbound	A (5.2) [142] <0.34>	A (6.4) [327] <0.55>	A (5.3) [148] <0.35>	A (6.7) [346] <0.57>
6: US 231 S & SR 162				
Overall Intersection	**E (58.9)**	**D (38.9)**	**E (60.2)**	**D (40.0)**
Eastbound	E (74.1) [97] <0.42>	F (93.6) [315] <0.89>	E (74.5) [98] <0.43>	F (94.2) [329] <0.90>
Westbound	F (167.2) [#462] <1.23>	E (67.0) [245] <0.80>	F (172.5) [#469] <1.25>	E (66.8) [255] <0.81>
Northbound	B (16.8) [439] <0.46>	C (23.6) [444] <0.40>	B (17.1) [458] <0.48>	C (25.3) [467] <0.42>
Southbound	B (13.3) [210] <0.32>	C (20.6) [709] <0.57>	B (13.5) [218] <0.34>	C (22.1) [758] <0.60>
7: US 231 S & 12th Ave				
Overall Intersection	**B (11.3)**	**B (16.5)**	**B (11.3)**	**B (17.6)**

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>			
	2024 Existing		2050 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Eastbound	B (18.6) [49] <0.26>	C (21.6) [125] <0.38>	B (19.0) [49] <0.27>	C (22.6) [131] <0.39>
Westbound	B (17.7) [46] <0.13>	C (25.0) [#299] <0.61>	B (18.1) [46] <0.13>	C (27.5) [#312] <0.64>
Northbound	A (10.0) [249] <0.67>	B (11.5) [244] <0.56>	A (10.0) [259] <0.68>	B (12.0) [257] <0.57>
Southbound	B (11.6) [159] <0.57>	B (16.3) [339] <0.76>	B (11.6) [164] <0.58>	B (17.5) [362] <0.78>

TABLE 5: US 231 INTERSECTION LEVEL OF SERVICE (CONTINUED)

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>			
	2024 Existing		2050 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
8: US 231 S & Division Rd				
Overall Intersection	**B (12.2)**	**B (14.8)**	**B (12.2)**	**B (15.1)**
Eastbound	D (38.4) [132] <0.57>	D (37.0) [108] <0.50>	D (38.6) [134] <0.58>	D (36.7) [113] <0.51>
Westbound	C (32.4) [40] <0.13>	D (41.0) [181] <0.69>	C (32.4) [40] <0.13>	D (40.8) [189] <0.70>
Northbound	A (6.8) [233] <0.45>	A (7.2) [299] <0.49>	A (6.9) [242] <0.46>	A (7.7) [320] <0.52>
Southbound	A (5.6) [76] <0.30>	A (6.9) [129] <0.44>	A (5.7) [68] <0.30>	A (7.3) [133] <0.46>
9: US 231 S & 2nd St				
Overall Intersection	**B (18.8)**	**C (25.3)**	**B (19.0)**	**C (25.6)**
Eastbound	D (38.6) [31] <0.16>	C (33.5) [79] <0.39>	D (38.5) [31] <0.16>	C (33.4) [80] <0.40>
Westbound	D (39.1) [82] <0.71>	C (33.9) [128] <0.67>	D (39.0) [83] <0.71>	C (33.8) [130] <0.67>
Northbound	B (10.9) [144] <0.52>	B (18.6) [266] <0.66>	B (11.2) [146] <0.54>	B (19.3) [#380] <0.68>
Southbound	B (17.5) [65] <0.36>	C (24.6) [m170] <0.49>	B (17.8) [66] <0.37>	C (25.1) [166] <0.51>
10: US 231 & Access Drive/MacArthur St & 6th St				
Overall Intersection	**B (18.8)**	**C (33.4)**	**B (18.9)**	**D (30.1)**
Eastbound	D (57.0) [150] <0.74>	F (86.3) [#247] <0.93>	D (54.5) [151] <0.75>	E (68.6) [#202] <0.82>
Westbound	A (8.3) [194] <0.32>	C (25.0) [328] <0.49>	A (8.4) [201] <0.16>	C (24.9) [335] <0.50>
Northbound	B (11.2) [<25] <0.05>	C (30.7) [62] <0.44>	B (11.2) [<25] <0.05>	C (30.8) [63] <0.45>
Northeastbound	B (12.9) [210] <0.18>	C (44.8) [#415] <0.67>	B (12.9) [<25] <0.46>	C (22.2) [#429] <0.67>
Southbound	B (18.8) [27] <0.45>	D (22.1) [37] <0.24>	B (18.8) [33] <0.18>	D (44.8) [37] <0.24>
11: US 231 & 6th St				
Overall Intersection	**C (27.0)**	**C (32.8)**	**C (27.3)**	**D (35.5)**
Eastbound	D (39.8) [120] <0.80>	E (59.5) [m203] <1.02>	D (40.2) [80] <0.81>	E (64.3) [m214] <1.04>
Westbound	D (41.1) [25] <0.15>	D (44.7) [107] <0.70>	D (41.1) [25] <0.15>	D (44.7) [109] <0.71>
Northbound	B (13.9) [165] <0.28>	B (15.2) [236] <0.37>	B (14.1) [169] <0.29>	B (15.9) [241] <0.37>
Southbound	C (26.9) [83] <0.64>	C (24.8) [141] <0.72>	C (27.2) [90] <0.65>	C (28.4) [164] <0.82>
12: US 231 & 9th St				
Overall Intersection	**A (6.7)**	**A (6.5)**	**A (6.7)**	**A (6.6)**
Eastbound	D (43.8) [72] <0.46>	D (43.3) [81] <0.47>	D (43.8) [74] <0.47>	D (43.1) [86] <0.49>
Westbound	D (40.7) [71] <0.46>	D (40.7) [90] <0.53>	D (40.7) [72] <0.47>	D (40.4) [91] <0.53>
Northbound	A (0.4) [108] <0.23>	A (0.4) [136] <0.27>	A (0.4) [111] <0.23>	A (0.4) [143] <0.29>
Southbound	A (2.5) [65] <0.22>	A (2.9) [84] <0.28>	A (2.5) [61] <0.23>	A (3.1) [104] <0.29>
13: US 231 & 13th St				
Overall Intersection	**A (5.7)**	**A (7.4)**	**A (7.5)**	**A (8.9)**
Eastbound	D (43.2) [43] <0.64>	D (40.6) [61] <0.51>	D (41.6) [66] <0.58>	D (39.9) [80] <0.62>
Westbound	D (41.2) [40] <0.27>	D (41.2) [80] <0.48>	D (41.0) [64] <0.43>	D (40.0) [90] <0.53>
Northbound	A (2.8) [240] <0.33>	A (5.0) [541] <0.55>	A (3.7) [358] <0.42>	A (5.9) [544] <0.57>
Southbound	A (0.9) [81] <0.42>	A (1.1) [111] <0.49>	A (1.2) [153] <0.50>	A (1.5) [141] <0.56>
14: US 231 & 15th St				
Overall Intersection	**B (11.1)**	**B (12.4)**	**B (11.2)**	**B (12.6)**
Eastbound	D (39.1) [139] <0.64>	D (36.5) [129] <0.61>	D (39.0) [141] <0.65>	D (36.3) [133] <0.61>
Westbound	D (36.0) [93] <0.37>	C (31.1) [175] <0.56>	D (35.8) [94] <0.38>	C (30.7) [180] <0.57>
Northbound	A (0.9) [<25] <0.38>	A (1.9) [230] <0.02>	A (0.9) [39] <0.39>	A (2.1) [261] <0.63>
Southbound	A (5.3) [93] <0.38>	A (9.6) [228] <0.48>	A (5.5) [93] <0.39>	B (10.3) [261] <0.50>

TABLE 5: US 231 INTERSECTION LEVEL OF SERVICE (CONTINUED)

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>			
	2024 Existing		2050 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
15: US 231 & Schuetter Rd				
Overall Intersection	**B (15.9)**	**A (5.1)**	**B (19.6)**	**A (5.3)**
Eastbound	F (94.7) [42] <0.97>	D (39.7) [38] <0.38>	F (95.2) [42] <0.97>	D (39.7) [38] <0.39>
Westbound	C (30.0) [<25] <0.08>	D (41.1) [25] <0.09>	C (29.8) [<25] <0.08>	D (41.2) [25] <0.09>
Northbound	A (7.1) [53] <0.31>	A (5.0) [113] <0.60>	A (7.5) [34] <0.32>	A (5.4) [113] <0.62>
Southbound	A (8.3) [65] <0.47>	A (1.1) [68] <0.49>	B (15.1) [66] <0.48>	A (1.1) [75] <0.51>
16: US 231 & Northwood Ave/30th St				
Overall Intersection	**A (9.0)**	**A (9.7)**	**A (9.0)**	**A (9.8)**
Eastbound	D (40.1) [85] <0.65>	C (33.7) [84] <0.33>	D (39.9) [85] <0.65>	C (33.2) [88] <0.34>
Westbound	D (35.6) [64] <0.33>	C (33.5) [173] <0.57>	D (35.5) [65] <0.33>	C (33.4) [181] <0.58>
Northbound	A (0.5) [40] <0.28>	A (1.5) [174] <0.58>	A (0.5) [41] <0.29>	A (1.7) [177] <0.61>
Southbound	A (0.6) [48] <0.35>	A (0.9) [67] <0.46>	A (0.7) [49] <0.35>	A (0.9) [70] <0.48>
17: US 231 & 36th St				
Overall Intersection	**B (14.6)**	**C (25.4)**	**B (14.7)**	**C (26.8)**
Eastbound	D (37.7) [72] <0.58>	C (32.8) [98] <0.51>	D (37.8) [73] <0.59>	C (32.4) [100] <0.52>
Westbound	D (38.3) [42] <0.34>	D (49.3) [142] <0.84>	D (38.3) [42] <0.34>	D (50.8) [150] <0.85>
Northbound	B (17.7) [110] <0.25>	B (15.4) [#550] <0.74>	B (17.8) [109] <0.25>	B (17.1) [#586] <0.78>
Southbound	A (1.4) [206] <0.44>	C (26.3) [307] <0.67>	A (1.5) [212] <0.45>	C (27.7) [318] <0.70>
18: US 231 & Baden Strasse				
Overall Intersection	**B (13.6)**	**B (15.5)**	**B (13.7)**	**B (15.8)**
Eastbound	D (40.3) [47] <0.50>	D (40.4) [76] <0.60>	D (40.4) [47] <0.50>	D (41.2) [78] <0.62>
Westbound	C (32.4) [94] <0.44>	C (28.5) [171] <0.66>	C (32.3) [94] <0.45>	C (28.4) [175] <0.67>
Northbound	A (0.9) [132] <0.19>	A (4.2) [#391] <0.55>	A (0.9) [136] <0.20>	A (4.7) [#414] <0.58>
Southbound	B (11.0) [191] <0.32>	B (16.9) [228] <0.38>	B (11.1) [195] <0.33>	B (17.5) [236] <0.40>

Corridor travel time is summarized in **Table 6.** Between I-64 on the south and SR 56 at Haysville on the north, existing conditions corridor travel times during the AM peak are 29 minutes on northbound US 231 and 27 minutes on southbound US 231, which correspond to average travel speeds of 39 mph to 41 mph. The PM peak travel time on US 231 northbound and southbound are 36 minutes, which corresponds to average travel speeds of approximately 31 mph. Results are comparable in the future year no build conditions.

TABLE 6: 2024 EXISTING CORRIDOR TRAVEL TIME IN MINUTES

Corridor	2024 Existing		2050 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
US 231 Northbound	28.8	36.5	29.0	36.6
US 231 Southbound	27.2	36.3	27.4	36.3

The segment traffic operations results for US 231 are summarized in **Table 7** and **Table 8.** The following observations were made:

- **US 231 South of Huntingburg:** US 231 south of Sunset Drive performs at LOS C or better during the AM and PM peak in existing conditions and no build. Such conditions are acceptable for rural roadways.
- **US 231 in Huntingburg:** US 231 performs at LOS C or better through Huntingburg, with the exception of the roadway segment between 4th Street and 6th Street which operates at LOS D northbound. Performance is comparable between existing and no build conditions. Such conditions are acceptable for urban roadways.
- **US 231 14th St to SR 162 (Between Huntingburg and Jasper):** US 231 performs with LOS E during the PM peak in existing conditions. There is a project under development to add passing lanes through this segment of US 231 in the future. The project is under Construction Contract R-44785 and the anticipated letting date is in October 2029. With the passing lanes, the northbound operations improve from LOS C during the AM and PM peak to LOS B. The southbound operations improve from LOS B to LOS A during the AM peak, and improve from LOS E to LOS C during the PM peak.
- **US 231 in Jasper:** US 231 performs at LOS C or better through Jasper, with the exception of US 231 northbound from 36th Street to Baden Strasse. Performance is comparable between existing and no build conditions.
- **US 231 North of Jasper:** US 231 performs at LOS C or better north of Jasper. During the PM peak hour, US 231 northbound between 47th Street/CR 400 N (Jasper) and SR 56 (Haysville) performs at LOS C or better.

TABLE 7: US 231 NORTHBOUND SEGMENT LEVEL OF SERVICE

Segment	Extents	2024 Existing		2050 No Build		2024 Existing
		AM Peak	PM Peak	AM Peak	PM Peak	
1	County Line Rd/CR 1200 S to CR 1100 S	A	B	B	B	Rural
2	CR 1100 S to CR 1000 S	B	B	B	B	Rural
3	CR 1000 S to CR 750 S	B	B	B	B	Rural
4	CR 750 S to Sunset Drive	B	B	B	B	Rural
5	Sunset Drive to 4th St	A	A	A	A	Urban
6	4th St to SR 64 (6th St)	D	D	D	D	Urban
7	SR 64 (6th St) to 12th St	A	A	A	A	Urban
8	12th St to 14th St	C	C	C	C	Urban
9	14th St (Huntingburg) to SR 162/CR 100 S (Jasper)	C	C	B	B	Rural
10	SR 162/CR 100 S to 12th Ave	B	B	B	B	Urban
11	12th Ave to Division Rd	B	B	B	B	Urban
12	Division Rd to 2nd St	B	B	B	B	Urban
13	2nd St to 6th St/Mac Arthur St	--	--	--	--	Urban
14	6th St/Mac Arthur St to 6th St/Newton St	--	--	--	--	Urban
15	6th St/Newton St to 9th St	C	C	C	C	Urban
16	9th St to 13th St	C	C	C	C	Urban
17	13th St to 15th St	B	C	B	C	Urban
18	15th St to Centennial Rd/Schuetter Rd	A	A	A	A	Urban
19	Centennial Rd/Schuetter Rd to 30th St/Northwood Ave	B	B	B	B	Urban
20	30th St/Northwood Ave to 36th St	A	B	A	B	Urban
21	36th St to Baden Strasse	D	D	D	D	Urban
22	Baden Strasse (Jasper) to 47th St/CR 400 N	A	C	A	C	Urban
23	47th St/CR 400 N to SR 56	B	B	B	B	Rural
24	SR 56 to Dubois County Line	B	B	B	B	Rural

TABLE 8: US 231 SOUTHBOUND SEGMENT LEVEL OF SERVICE

Segment	Extents	2024 Existing		2050 No Build		Rural/ Urban
		AM Peak	PM Peak	AM Peak	PM Peak	
1	County Line Rd/CR 1200 S to CR 1100 S	A	C	B	C	Rural
2	CR 1100 S to CR 1000 S	A	C	A	C	Rural
3	CR 1000 S to CR 750 S	A	C	A	C	Rural
4	CR 750 S to Sunset Drive	B	C	B	C	Rural
5	Sunset Drive to 4th St	B	A	B	A	Urban
6	4th St to SR 64 (6th St)	C	C	C	C	Urban
7	SR 64 (6th St) to 12th St	C	C	C	C	Urban
8	12th St to 14th St	C	C	C	C	Urban
9	14th St (Huntingburg) to SR 162/CR 100 S (Jasper)	B	E	A	C	Rural
10	SR 162/CR 100 S to 12th Ave	B	C	B	C	Urban
11	12th Ave to Division Rd	B	C	B	C	Urban
12	Division Rd to 2nd St	A	B	A	B	Urban
13	2nd St to 6th St/Mac Arthur St	--	--	--	--	Urban
14	6th St/Mac Arthur St to 6th St/Newton St	--	--	--	--	Urban
15	6th St/Newton St to 9th St	C	B	C	B	Urban
16	9th St to 13th St	C	B	C	B	Urban
17	13th St to 15th St	B	B	B	B	Urban
18	15th St to Centennial Rd/Schuetter Rd	A	B	A	B	Urban
19	Centennial Rd/Schuetter Rd to 30th St/Northwood Ave	B	B	B	B	Urban
20	30th St/Northwood Ave to 36th St	A	C	A	C	Urban
21	36th St to Baden Strasse	D	C	D	C	Urban
22	Baden Strasse (Jasper) to 47th St/CR 400 N	B	B	B	B	Urban
23	47th St/CR 400 N to SR 56	A	C	A	C	Rural
24	SR 56 to Dubois County Line	A	C	A	C	Rural

MID-STATES CORRIDOR TIER 2

PURPOSE AND NEED

ECONOMIC DEVELOPMENT APPENDIX

Mid-States Corridor
Tier 2 Environmental Study

Prepared for

Indiana Department of Transportation

March 31, 2025

Prepared by

Mid-States Corridor Project Consultant

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

LOCHMUELLER GROUP
Reinvent Your Future

Interview Summaries

All Dubois County businesses with annual sales of at least $100 million were contacted to respond to questionnaires and participate in follow-up interviews. Questionnaire responses were received from Farbest Foods, Jasper Engines, Kimball International, Masterbrand Cabinets, Meyer Distributing, OFS Brands, and Wabash Valley Foods. Jasper Rubber and Best Home Furnishings were contacted but declined to participate. Two businesses which responded to the questionnaire (OFS Brands and Kimball International) were not able to participate in a follow up interview to review questionnaire results.

Three agencies active in regional development (Radius Indiana, Dubois Strong and Huntingburg Regional Airport) were contacted to respond to questionnaires and have follow-up interviews. All three provided questionnaires and participated in follow-up interviews.

Interview summaries are provided on the following pages. After the interview summaries, there are summaries of the questionnaire responses from businesses and regional development agencies.

MEETING SUMMARY

Date of Meeting:	**9/25/2024**	**Re:**	**Mid-States Tier Two Survey Responses**
Location:	**Huntingburg Regional Airport**	**Issue Date:**	**10/9/2024**
Submitted By:	**Julie Clayton**		
In Attendance:	**Travis McQueen (Huntington Regional Airport)** **Michael Grovak (Lochmueller Group)** **Jason DuPont (Lochmueller Group)** **Nick Jahn (VS Engineering)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Work Force:

- Discussed that many county employees are commuters.
- Discussed that the Airport has 28 high school training in aviation studies at the airport. This is more than any of the surrounding regions.

Airport Capacity (Current and Future)

- Airport does not currently manage freight deliveries. Discussed having this studied internally to make it feasible in the future.
- Discussed runway expansion plans: Ultimate buildout would be 7000-8000' long runways. To be determined what aircrafts/freight loads that could accommodate (weight is the limiting factor). Fuel is a major weight factors for takeoffs. Longer runways can accommodate aircraft with more fuel, which in turn extends aircraft flight ranges.
- Intermodal: Discussed that there is a railroad 1300 linear feet (LFT) southeast of the property. The airport owns this land, which could accommodate a future intermodal center.
- Average of 30 planes a day take off and land; around 12,000 annually.
- Discussed that airport has all utilities – sewer may need to have increased capacity in the future.
- Discussed land acquisition. 3000' past the end of the runway, the Federal Aviation Administration (FAA) would like the airport to own this land but they currently do not.

There is a long-term acquisition plan with a goal of obtaining that land (airport has eminent domain but that would be a last resort).

- Discussed a vision of this airport being a greater transportation hub.

Airport's Priorities

- Land for development.
- Growing the airport.
- Aviation airspace business.
- To attract and sustain commercial air (future consideration).

Additional Comments Received from Mr. McQueen (via email 9/26/24)

Supporting the **Mid-State Corridor** is a forward-thinking decision that will ensure long-term economic growth and regional connectivity, particularly for the **Huntingburg Regional Airport (KHNB)** and the **Huntingburg Airport Technology Park (HATP)**. Looking 30-50 years down the road, here's why this project is vital:

1. Long-Term Economic Growth and Competitiveness:

- **Huntingburg Regional Airport** and the **HATP** are positioned to become key drivers of regional economic growth in the coming decades. As industries such as advanced manufacturing, aviation and technology expand, these facilities will require efficient and scalable transportation infrastructure to remain competitive. The **Mid-State Corridor** will connect these assets to larger interstate systems, providing businesses with direct access to national and global markets.
- The airport and technology park will attract businesses that rely on quick, reliable logistics and transportation links. With the **Mid-State Corridor** in place, the **HATP** will be positioned to become a major hub for industries requiring cutting-edge facilities and infrastructure, encouraging innovation and job creation over the next 30-50 years.

2. Expanding the Reach of the Huntingburg Regional Airport:

- As regional aviation demand grows, the **Mid-State Corridor** will increase the accessibility and utility of the **Huntingburg Regional Airport**, transforming it from a local asset into a regional and national logistics hub. Enhanced road connectivity will facilitate faster, more efficient movement of high-value goods and business travelers to and from the airport, making it a preferred destination for corporate and logistics flights.
- In the long term, the **Mid-State Corridor** could support future expansions of the airport, including extended runways, improved facilities and increased cargo handling capabilities, allowing the airport to play a more prominent role in regional, national, and even international logistics networks.

3. Strengthening the Huntingburg Airport Technology Park (HATP):

- The **HATP** is poised to become a major player in technology and aviation-based industries over the next few decades. The **Mid-State Corridor** will be critical in supporting the park's long-term growth by providing seamless road access to highways and interstates, allowing companies within the park to efficiently move products, equipment, and personnel.
- Over the next 30-50 years, businesses within the **HATP** will benefit from the corridor's strategic location, allowing them to expand and scale without the limitations of inadequate transportation infrastructure. The **Mid-State Corridor** will ensure that the technology park can continue to attract cutting-edge industries and top-tier talent, solidifying its role as a leader in technological innovation and regional economic development.

4. Future-Proofing Infrastructure for Population and Business Growth:

- In 30-50 years, the region surrounding Huntingburg and Dubois County is expected to grow in both population and economic activity. The **Mid-State Corridor** will provide the necessary infrastructure to accommodate this growth, preventing bottlenecks and ensuring smooth traffic flow as the demand for transportation increases.
- This corridor will also facilitate the development of additional industrial and commercial areas around the airport and technology park, creating new opportunities for businesses and residents alike. By planning for this future growth, the region can avoid the costly infrastructure bottlenecks that often come with rapid economic expansion.

5. Enhancing Regional and National Connectivity:

- The **Mid-State Corridor** will play a pivotal role in connecting Southern Indiana's economic assets—such as the **Huntingburg Regional Airport** and **HATP**—to larger national infrastructure networks. In the future, this will allow local businesses to compete more effectively in national and global markets, strengthening the region's economic position.
- Over the next 30-50 years, the **Mid-State Corridor** will also enhance access for talent and investors, providing a more direct route to regional and national business hubs. This will be critical in attracting new industries, fostering innovation, and ensuring the long-term sustainability of the region's economic growth.

Conclusion:

The **Mid-State Corridor** is essential for the long-term success of the **Huntingburg Regional Airport** and the **Huntingburg Airport Technology Park**. By providing enhanced connectivity, supporting economic growth, and ensuring the scalability of infrastructure, the corridor will future-proof the region's economy, enabling it to thrive over the next 30-50 years. This project is not just about today's needs but about securing the region's position as a leading economic hub for future generations.

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

MEETING SUMMARY

Date of Meeting:	**9/25/2024**	**Re:**	**Mid-States Tier Two Survey Responses**
Location:	**Dubois Strong**	**Issue Date:**	**10/9/2024**
Submitted By:	**Julie Clayton**		
In Attendance:	**Colten Pipenger (Dubois Strong)** **William Kaiser (Dentons Law Firm)** **Michael Grovak (Lochmueller Group)** **Jason DuPont (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Traffic Flow:

- Forecasts project traffic for a 25 year horizon.
- Discussed the importance of taking into consideration employee flow.
    - Two-thirds of the Dubois County work force resides in Dubois County.
        - This means that one-third commutes from other counties.
        - Discussed that there is access to a finite number of talented people In Dubois County. There is a need to expand the county workforce.
        - Workforce mobility is extremely important for community development.
        - Mid-States Corridor (MSC) would shrink the drive time for commuters, but also to places like Chicago, Indianapolis, Louisville, etc.
        - The work force is ageing and there is a need to replace the existing work force with younger people.
        - In addition to asking large local employers about freight flows, it's also important to ask them about number of employees and their community of residence.
- Discussed freight flows.
        - Dubois County is extremely dependent on truck freight. There is no large airport and Ohio River ports are an hour away.

        - Discussed a desire to keep the semis off US Route 231 and route them onto the MSC.
        - Discussed safety for semi-trucks.
- Discussed considering the number of travel lanes and access points for the MSC. It is important to coordinate the access points to best facilitate traffic flows.
    - Dubois County and the cities of Huntingburg and Jasper will likely need to invest to upgrade their roadway system for travelers to access the MSC.
    - The public will see that the city is working to make travel easier. Talking point: "This is why this road is going to make it better and easier for you."

Regional Development Survey:

- Dubois Strong rated highway transportation as slightly behind surrounding/competing regions.
    - Discussed importance of truck freight as a primary means of transportation.
        - Mr. Kaiser estimated that 90% of freight in the area is by truck, 10% by rail, and an infinitesimal amount by air.
        - I-69 (which runs North-South) and I-64 (which runs East-West) leave a large gap which drives business toward those highways (away from Dubois County).
        - The county airport could accommodate some freight, but such shipments are approximately 3 times more expensive than using trucks.
        - Rail access also needs upgrading.
            - The Indiana Railway Museum tracks don't go all the way through Dubois County. It is no longer rated for freight travel. It currently serves the French Lick Scenic Railway.
            - There is an East-West rail line (Norfolk Southern) in Huntingburg, but it doesn't stop to pick up/drop off freight and is therefore not in use for local commercial shipments.
- Dubois Strong rated air transportation as slightly behind surrounding/competing regions.
    - Discussed that the Huntingburg Airport does not serve freight shipments. Its clientele generally is executive travel from larger companies.
        - Having nice terminal facilities is important – discussed that the airport has a rebuilding plan in progress.
        - Dubois Strong noted that it would be beneficial to have international freight planes able to land.
- Dubois Strong rated availability of land and buildings as slightly behind surrounding/competing regions.
    - Discussed that Dubois Strong is currently taking inventory, but there isn't an abundance of sites for purchase or lease. They will provide Lochmueller with a more concrete number when it's available.
    - Discussed potential of the MSC leading to people purchasing properties for development.

- Dubois Strong rated utilities as competitive or slightly better than surrounding/competing regions.
- Dubois Strong rated business climate as competitive or slightly better than surrounding/competing regions.
    - The overarching infrastructure is in place.
    - Discussed that there are people looking to invest despite the travel logistics problem.
    - Discussed with the addition of the MSC, there is potential to double or triple investment (more workforce mobility, more housing).
        - The people investing now are already here, but the MSC could bring in people from outside the region to invest millions of dollars to be part of the system.
- Dubois Strong rated quality of life as slightly better than surrounding/competing regions.
    - Discussed that housing costs are on par with the nation (competitive).
    - There are community parks and trails throughout (e.g., parklands in Jasper and Huntingburg, 4th Street Walkway, Designated Outdoor Refreshment Area (DORA), good public golf courses, Patoka Lake, Lincoln State Park).
- Dubois Strong rated business costs as slightly better than surrounding/competing regions.
    - Discussed that Dubois County is slightly below average for employee wages.
        - Slightly lower wages are partly due to the type of work which is generally not highly specialized.
        - Cost of living is lower than average, so employees can have good quality of life on lower-than-average wages.

Top Three Criteria:

- As stated in the survey.
- In addition, a corridor would provide access to 250,000 people. If you broaden that to Indianapolis, you get 1.2 million people and that opens up a lot of talent opportunities.
- Discussed that having a happy and healthy workforce is second most important (after having water, power, land, utilities, etc. in place).

Top Three Constraints:

- As stated in the survey.
- Discussed that one-third of the work force comes from outside Dubois County.
    - Discussed a desire to direct people through the MSC.
    - Discussed a desire to convert these commuters to a resident?
        - Starts with housing.
        - Residents build the tax base.

Type of road design:

- Super 2, 4 lane, or mixed?
    - Dubois Strong stated that they will defer to the designers on the best road type,

- Discussed keeping in mind costs/benefits. Dubois County is a large agricultural hub.
- Discussed creative solutions, such as the tunnel under the county airport runway that can accommodate a combine.
- Discussed importance of being mindful of cutting off county roads because that's where the harvest equipment is moving.
    - Noted that the harvest equipment only uses these roads for approximately 2 months of the year and each farmer is only using them for a couple of days.
    - Discussed that, because of the above bullet point, accommodating harvest equipment (farmers) is not an overwhelming issue for the MSC project.
    - Although Dubois County is the number one agricultural county in the state, the percentage of residents who are employed as farmers only account for roughly 5% of the county population.

MEETING SUMMARY

Date of Meeting:	**9/24/24**	**Re:**	**Mid-States Tier 2 Survey Responses**
Location:	**Farbest Foods, Inc.**	**Issue Date:**	**10/17/24**
Submitted By:	**Julie Clayton**		
In Attendance:	**Brad Schnarr (Wabash Valley Produce), Phil Seger (Farbest Foods, Inc.), Ted Seger (Farbest Foods, Inc.), Jarod Morrison (Farbest Foods, Inc.), Michael Grovak (Lochmueller Group, Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Deliveries:

Inbound Freight

- Location 1: Processing Plant in Huntingburg: 46 inbound deliveries daily (5 days a week)
- Location 2: Mill at Dubois: 48 inbound deliveries daily (6 days a week).

Outbound Freight

- Total of 98 outbound daily.
- Location 1: Processing Plant in Huntingburg: Processed turkeys shipped all over the world.
- Location 2: Mill at Dubois: Delivers feed to farms.

Time of Freight Movements

- 24 hours a day (at least for outgoing freight) due to the feed mill.
- Corn (50% of the feed) is limited to coming in from 6 am to 9 pm (comes from farmers in Dubois, Martin, Orange, Jackson) because the plant doesn't operate 24 hours.
    - These are not scheduled incoming deliveries so as not to tie the hands of the local farmers, but they are confined to 6 am to 9 pm.
- Outgoing is 24 hours a day, 6 days a week, manufacturing the same tons of feed per hour. Drivers work all shifts around the clock.

Freight Vehicles

- 99% of freight movements (outgoing and incoming) at both locations are tractor-trailers.
- Need to consider the passenger car movements: 500-600 employees per day coming and going at Huntingburg plant (672 people total currently employed at the Huntingburg plant).

Mid-States Corridor Benefits

- Corridor could be a benefit in terms of ease of access for corn and feed ingredients.
- Benefit for the row-crop farmers.

Mid-States Corridor Concerns (To Be Considered)

- Discussed importance of roads that will get cut off/dead-ended.
    - Jasper-Dubois Road is a heavily travelled road to access SR 164 – many trucks carrying turkeys to the Huntingburg processing plant use that roadway.
        - Keeping that roadway open is key to making Mid-States Corridor beneficial to these heavy truck movements.
    - Currently, only Mid-States Corridor access near Huntingburg is off Old 64, so all trucks carrying turkeys would need to go through Huntingburg which is not ideal. This will likely increase truck traffic coming through Huntingburg on IN-64.
        - Outbound freight is using Highway 231 north through Jasper. This is eliminated. Beneficial for Jasper, undesirable for Huntingburg.
- Huntingburg Industrial Bypass (Phoenix Drive)
    - Gets a lot of use (Masterbrand and OFS use this too).
    - To leave the Huntingburg plant, can either go south and take IN-64 east or north on Highway 231 to Jasper. It would be beneficial to extend the industrial bypass (Phoenix Drive) to the Mid-States Corridor.
    - The Mid-States Corridor would result in substantially increased traffic on IN-64 through Huntingburg. Extending Phoenix Drive could alleviate this.
- Most of the live turkey shipments come from the northeast.
    - Some use Highway 231, some use Old 64.

Other Considerations

- Discussed safety – tractor-trailers passing other vehicles safely and turning safely.
- Discussed Mid-States Corridor access points – discussed eventually distributing a map showing potential country roads that will be dead-ended. This would change traffic flows on country roads as well as modify farmers' access to the processing plant.

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

MEETING SUMMARY

Date of Meeting:	**10/1/2024**	**Re:**	**Mid-States Tier 2 Survey Responses**
Location:	**Jasper Engines (Teams Call)**	**Issue Date:**	**10/11/2024**
Submitted By:	**Julie Clayton**		
In Attendance (phone call):	**Doug Bawel (Jasper Engines)** **Michael Grovak (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

- Jasper Engines shipments are mostly during the day – between 6 am and 7 pm.
    - There are roughly 14 shuttles a day between the two plants to the Crawford County facility.
    - All finished manufacturing goes to Crawford County facility; from there it's shipped throughout the country.
        - There is one manufacturing shift, generally from 6:30 am to 4 pm, 5 days a week.
        - Freight receiving is from 7:30 am to 3 pm.
- What percentage of incoming and outgoing trucks are tractor-trailers vs. large box trucks?
    - 96% are truck-trailers (both inbound and outbound).
    - Reported 9 inbound, 7 outbound, which is less than other companies in the area
        - This is because if it's a product line (e.g., 350 Chevrolet), the parts will be broken down and shipped directly to the plant rather than taking it to a master distribution center, putting it back on a box truck, and then sending it to that other plant.
        - The other factor that's different is that when you buy a product (e.g., engine, transmission, differential), Jasper Engines takes your old one back. Result is that all trucks are loaded inbound and outbound.
- Air transport for their product is not a factor.
    - Huntingburg Airport's runway is only 5,500 feet long, and aircraft require at least a 6,000-foot runway to do precision approaches.
    - Jasper Engines does use the Huntingburg Airport to pick up tour groups. They transport groups of up to about 8 people on their private jet for the day(s) rather than flying them commercial.
- Access points to Mid-States Corridor.

    - Discussed that within the city, it's important to ensure vehicles can get to the access points.
        - Discussed that it's important to ensure the roads accessing the Mid-States Corridor are wide enough for vehicles (tractor-trailers) and for passing.
- Discussed that the Mid-States Corridor primary benefit will be for employee access.
- Once trucks get to Dale, they have good road access.
- What upgrades to existing roads would be beneficial?
    - Discussed Highway 56 – currently many truckers take a "short cut" to avoid traffic in Jasper. They get into Ireland and take a side road and take a road through a residential area that routes them north, near 231 by the Walmart. Some of them take a road by the elementary school that routes them onto 231 after Jasper.
    - Discussed freight out of Crane.
        - Some trucks transport potentially hazardous military cargo through downtown Jasper.
        - Discussed concern for accidents.
        - Diverting trucks out of downtown Jasper would provide a safety improvement.
- Two-lane vs. four-lane:
    - Discussed that the highway needs to be not just physically able to carry traffic (25-year view) but also provide a road which shippers find desirable to use.
    - A two-lane with a continuous passing lane was discussed.
- Doug proposed that INDOT acquire about 500 feet right-of-way (ROW) for the project.
    - Excess ROW could be leased to farmers for crops until INDOT needed it for further expansion of the road. Perhaps corn or hay could be planted in the medians.
    - Michael replied that this has been proposed. He described that this is not feasible. INDOT can acquire land only if it is needed for the highway. Acquiring "extra" land and leasing it to farmers would not be appropriate as part of the project's Purpose and Need.
- Discussed the master plan Jasper has for the north side (new lift station and new housing)
    - He recommended considering local plans in designing the project. Michael discussed how Loogootee and Martin County plans have differing preferences for the location of the Mid-States Corridor.

MEETING SUMMARY

Date of Meeting:	**10/1/2024**	**Re:**	**Mid-States Tier Two Survey Responses**
Location:	**Masterbrand (Teams Call)**	**Issue Date:**	**10/2/2024**
Submitted By:	**Julie Clayton**		
In Attendance:	**Todd Whalen (Masterbrand)** **Michael Grovak (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

- From a company standpoint, the primary benefit of the Mid-States Corridor (MSC) is the ability to attract and retain employees.
- Masterbrand surveyed its five freight carrier regarding desired MSC access points.
    - A Kellerville Road was the most-cited location.
    - Other access points cited included SR 162 in Jasper and SR 64 in Huntingburg.
- Masterbrand's freight shipments (cabinets) flow primarily east/west.
    - Freight flow (especially incoming) is typically during the off-hours (very early morning).
        - Inbound in the morning provides products for assembling product.
        - Inbound is supported by the outbound (coordinated timing).
    - Freight flows inbound are less than outbound flows.
        - Inbound flows are tightly-packed raw materials.
        - Outbound flows are constructed cabinets, which take considerably more space.
    - Want to support their drivers to ensure regular sleep time and work/life balance.
    - Deliveries are made nationwide.
    - A good portion of Masterbrand's clients are new home builders. Some are remodelers.
- Importance of rest area facilities.
    - No rest area between Dubois County and Evansville.
    - One between Dubois County and Louisville.
    - This is insufficient. Drivers need a place to stop and sleep in their sleeper cabs. Drivers today don't want to drive at night, they want a typical work/life balance.
    - Anticipates driverless trucks in the next 25 years. Will need charging areas (hubs) not rest areas necessarily.

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

MEETING SUMMARY

Date of Meeting:	**9/25/2024**	**Re:**	**Mid-States Tier 2 Survey Responses**
Location:	**Meyer Distributing**	**Issue Date:**	**10/17/2024**
Submitted By:	**Julie Clayton**		
In Attendance:	**Jeff Braun (Meyer Distributing)** **Michael Grovak (Lochmueller Group)** **Jason DuPont (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Freight

- Meyer Distributing (Meyer) averages about 35 shipments inbound and 18 outbound per day.
  - These generally are tractor/trailer combinations with a few 28' box trucks.
  - Outbound trucks generally are tractor/trailers which Meyer ships as full trucks.
  - Many inbound shipments aren't full shipments.
  - Many inbound deliveries aren't trucks but are parcel deliveries via UPS.
    - Meyer only included the larger inbound trucks in the survey responses.
    - There are typically one or two UPS trucks inbound each day (approximately 16' truck).
    - Meyer has trailers which UPS picks up nightly.
  - Inbound freight activity is typically between 9 am and 3 pm.
  - Outbound freight: 95% of Meyer outbound freight would not leave Jasper until 7 pm.
    - Discussed that this is because the orders come in between 1 - 5 pm local time.
      - Most customer facilities end sales at 5 pm.
      - Meyer's schedules incorporate time for loading and pre-trip inspection and safety checks.
      - At about 7 pm, outbound trucks leave for overnight trips to destinations as far as southern Alabama, Pittsburgh, Milwaukee and Kansas.

    - Discussed timing of appointments for incoming deliveries of product: they are scheduled in 30-minute increments with minimal delays.
- Current freight routes
    - Trucks entering Jasper on US 231 from the north or south to get to Meyer.
        - If the trucks are incoming (to Meyer) from the north, they would typically take a left on 30th street off US 231.
        - If the trucks are incoming (to Meyer) from the south, they would typically go through Jasper (via Huntingburg or Ferdinand), then take a right on 30th Street.

Mid-States Corridor Access Points

- Discussed that access points are important to attracting truckers to the Mid-States Corridor. Diverting them from US 231 to the Mid-States Corridor (MSC) will be encouraged by improved local road connections.
- 30th Street (leading to Meyer) intersects Mill Street.
    - If Mill Street were extended north past CR 400 North, it could attract traffic to the MSC. This would divert other traffic from the middle of Jasper. Mr. Braun noted that Walmart and Home Depot would benefit from this, too.
- Discussed that a potential connection with the Mid-States Corridor at Haysville Road would be feasible. However, this would not be the most efficient route for their trucks to access the Mid-States Corridor. Extending Mill Street northward would be the most efficient. Alternatively, a connection near the existing US 231/SR 56 would be a more efficient location than Haysville Road. Access at Haysville Road would require an improved connection to be beneficial where shown.
- Discussed that Access Points 8 (Kellerville Road) and 9 (CR 400 N) are not particularly easy for semis to get to, due to narrow roads. Local road improvements could make these access points beneficial for truck access.
- Discussed the need to work with the City of Jasper to determine access points and potential local roadway improvements for these access points to provide the safest and most efficient option for trucks and consideration for long-term needs.
- Discussed a potential access location to the south that would provide southbound movement out of Jasper.
    - Discussed that a Kellerville Road access point is the closest and would be beneficial for northbound and southbound trucks with appropriate improvements to address flooding and truck traffic.
    - Discussed routes to access SR 164 (Access Point 7)
    - Route discussed: 15th Street, Meridian Road, and SR 164 (would be the route from Meyer facilities to the Mid-States Corridor for trips to/from the south).
        - Discussed that these roadways are not the best to attract truck traffic to/from Meyer.

        - Discussed the limitations of a direct access connection via extension of 15th Street to the east.
            - Discussion was focused on the need to improve the 15th St/Meridian Rd intersection to accommodate truck turning and also the improvement of Meridian Rd for truck use.
- Discussed that proposed access points 7 (SR 164), 8 (Kellerville Road), and 9 (CR 400 N) are all possible southbound access points, but each one would require local road improvements to support them.
- If a super-2 highway is chosen for the Mid-States Corridor, it was discussed that the goal should be to have the least amount of stopping while still addressing Farbest and farmer's concerns related to safely passing vehicles.
- Preference for a 4-lane highway (Expressway facility type) was identified (in a follow-up communication).

Mid-States Corridor Benefits

- Mr. Braun stated that his opinion is that a main benefit of the Mid-States Corridor would be that trucks could avoid driving through Jasper.
    - Discussed that US 231 where it crosses the Mid-States Corridor north of Jasper would be an excellent access point.
    - Trucks coming from the south to destinations north of Jasper would likely use the Mid-States Corridor to bypass Jasper.
    - Trucks destined for the northern portion of Jasper could use access point 8 (Kellerville Road) or access point 9 (CR 400 N).
        - This would be true for trucks serving Walmart, Home Depot, Meyer, Kimball, and Masterbrand.
        - Discussed that trucks coming from the north would likely use a Kellerville Road access point (Access Point 8); however, that only eliminates three traffic lights from the route (the traffic lights at Baden Strasse, 35th Street, and 30th Street).
    - Trucks coming from the north (e.g., from Loogootee) could access the Mid-States Corridor at the US 231 access point, take Mill Street South, and arrive at the industrial campus.
        - Discussed that trucks coming from the north would likely not use access points 8 (Kellerville Road) or 9 (CR 400 N).
- Discussed that I-64 or I-69 are difficult to access from Jasper.
- Discussed that Meyer prefers its trucks to have safer passing options than are available on US 231.
    - Mr. Braun stated that a safer, quicker way to get north and south is the goal.
- Discussed that the furniture industry is changing, and southern Indiana is the best spot to continue to serve this need.

- Mid-States Corridor does not just benefit large companies with their truck's commute time, it also could improve the lives of the Dubois County work force who need to be physically present (see next section for more details).

Workforce and Commuters

- Meyer uses Employee Retention Metrics.
    - One of the metrics Meyer finds most valuable is "commute to work."
        - Discussed the high correlation between an employee remaining with an employer and commute time.
            - Studies show that if a commute is longer than 40 minutes, employees tend to leave and find closer jobs.
            - Discussed that reducing commute time would help with finding and keeping good employees. It was noted that reducing a commute by just 10 minutes is a substantial benefit to employee retention.
        - Mr. Braun is going to look into what type of information Meyer can provide without violating privacy. Providing numbers of employees in each zip code was discussed.

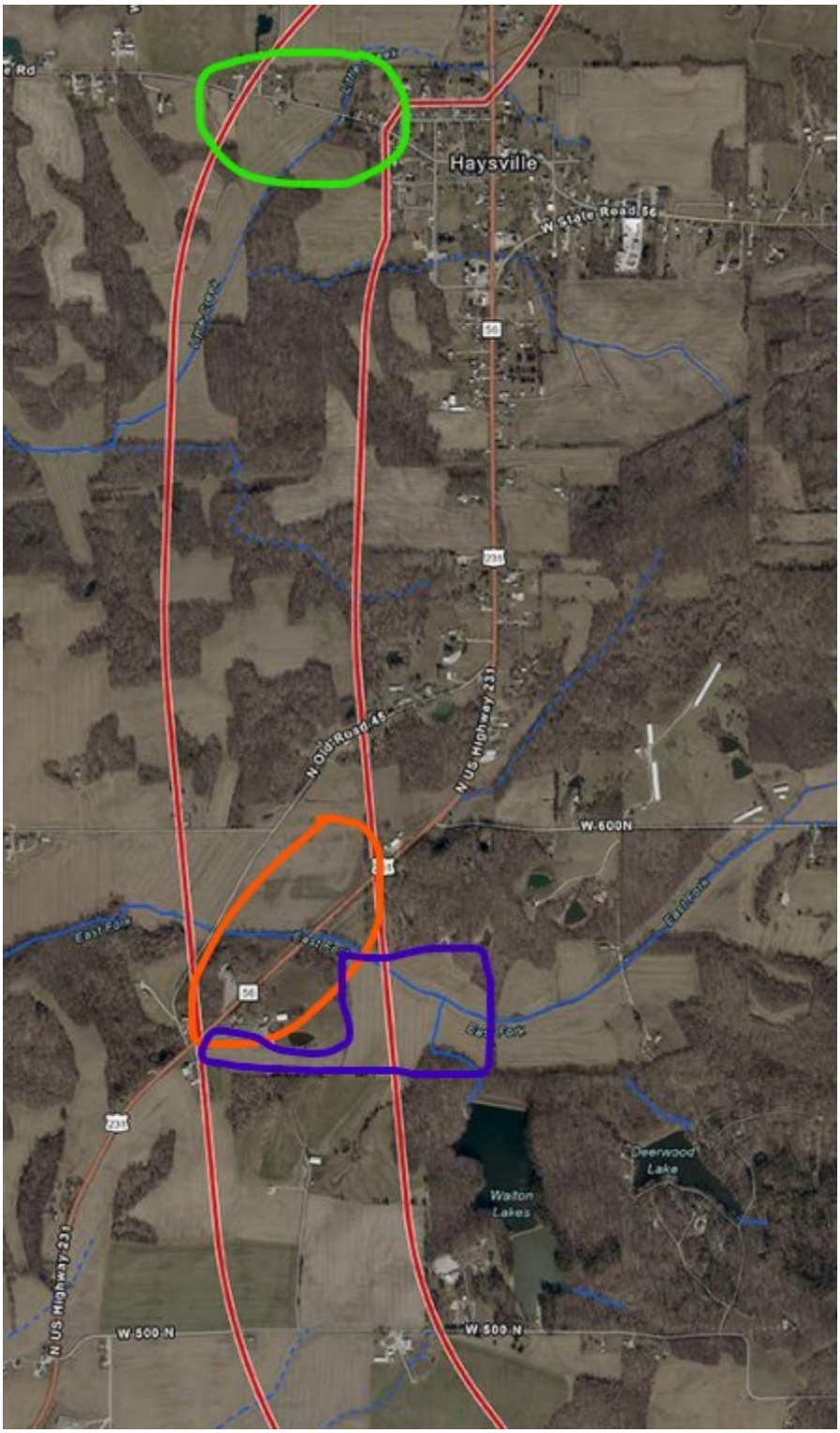
Other Issues Discussed

- Discussed driver behavior. If a driver is having "trouble" with a traffic signal at a new access point, it may result in unintended behavior.
    - It has been found that people react disproportionately to how long a traffic signal stop actually takes; they react as though the red traffic signal is longer than it actually lasts.

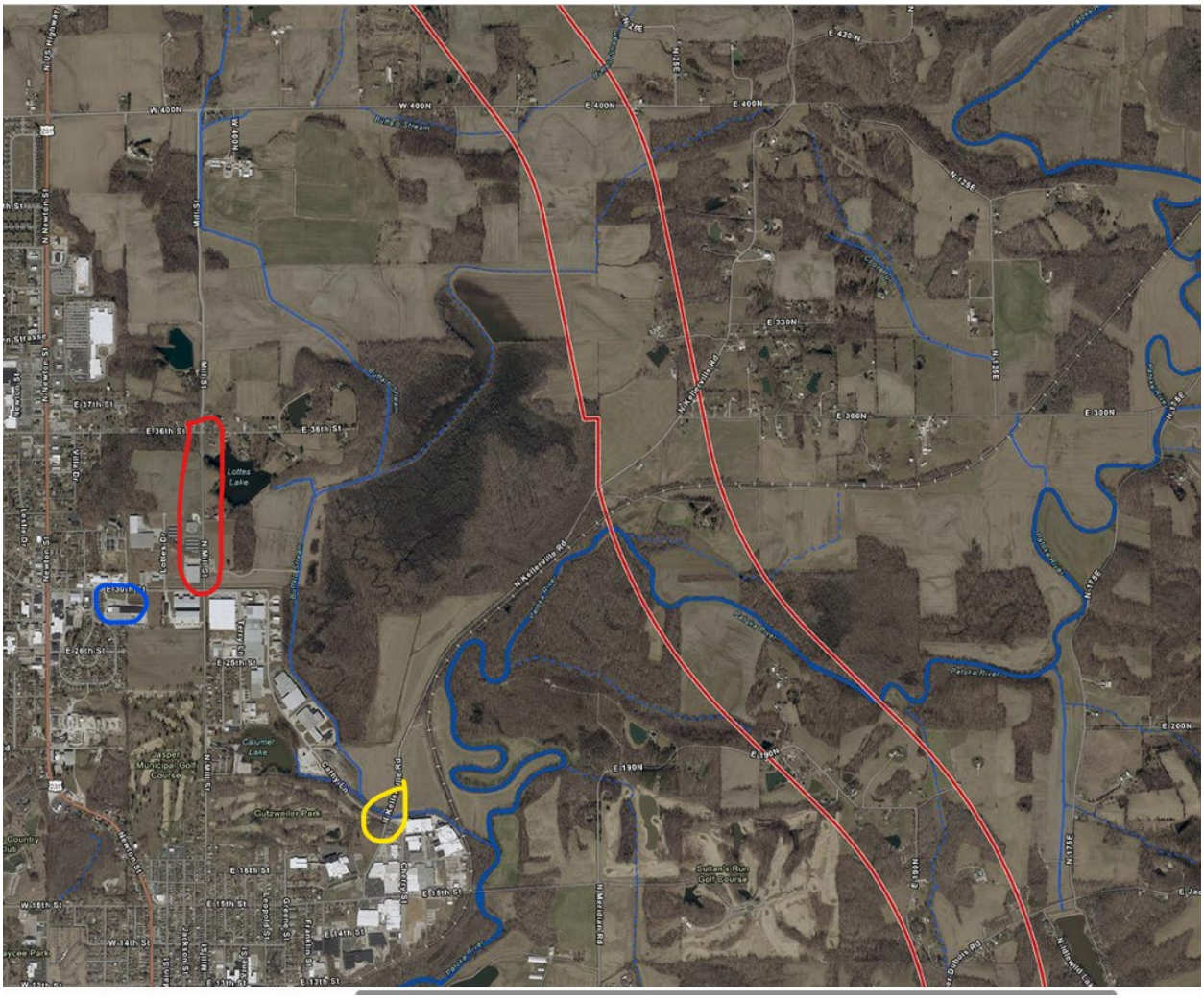
Additional Considerations from Mr. Braun in an Email dated 9/26/2024

References are to the images following the comments.

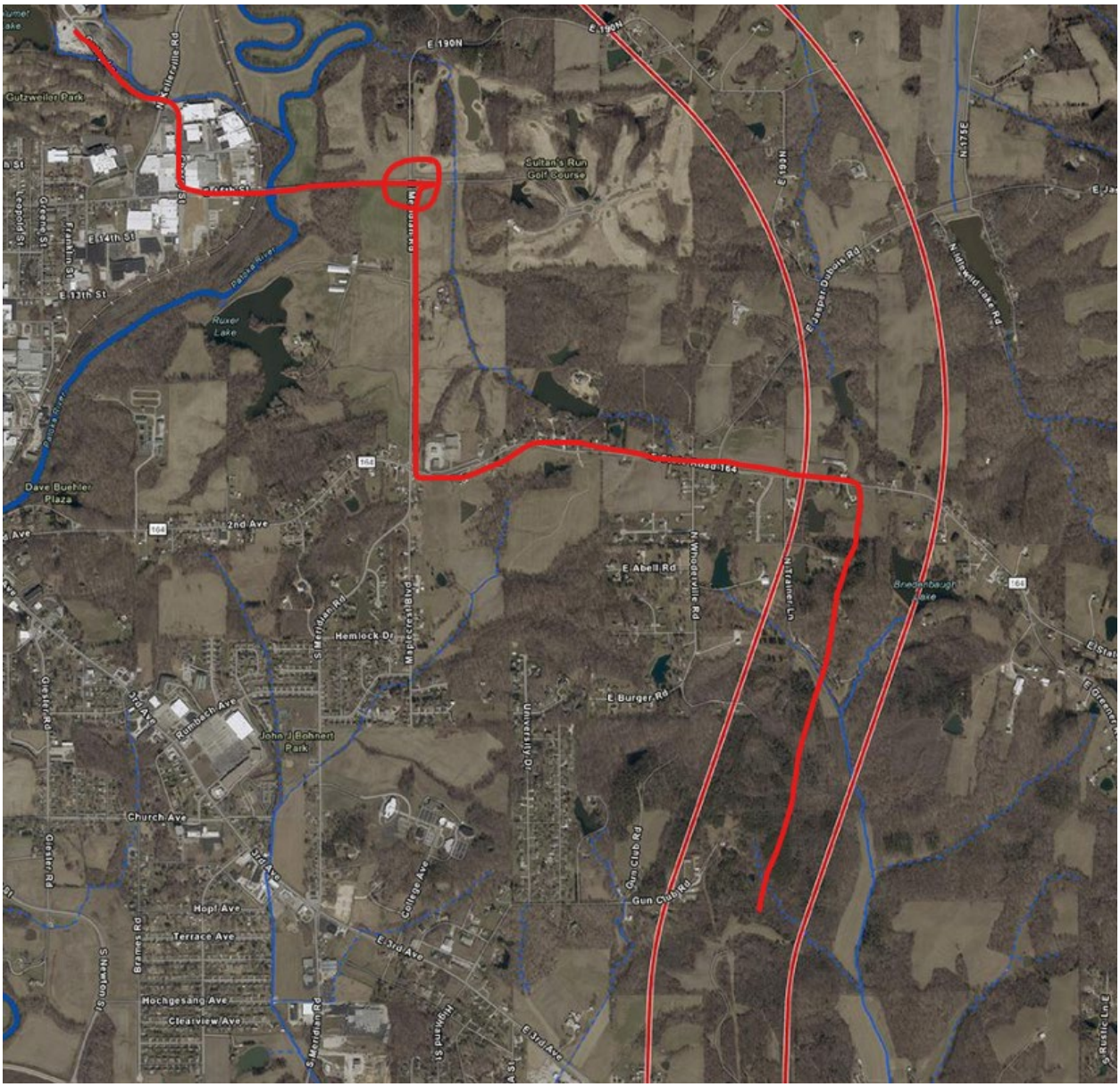
"In this image, my understanding is the access point is being contemplated in the green. I didn't see one in the orange. I'll be curious on pros/cons perceived there. The blue circle is a property I own. I know there will be no easy comfort for anyone who has property being affected, but it is an example of a proponent of the corridor also being affected by the corridor. No, it's not a home, but it's not nothing either."


Haysville
W State Road 56
N Old Road 45
N US Highway 231
W 600N
W 500 N
W 500 N
N US Highway 231
Deerwood Lake
Walton Lakes
East Fork
East Fork
East Fork
56
56
231
231
231

"In this screenshot below, I would note that the intersection at 30th and Mill would likely need upgrading as well as widening of the road heading North to get to 400N. The natural tendency would be for that block of buildings to go out North that way as opposed to over to 231. I do think long-term, the Walmart and Home Depot truck traffic needs to come in the back side, and that will happen at some point I would think. The blue is our fueling station. Outbound North drivers are unlikely to change their behavior much getting on at 231."



"For the final screenshot here, the circled intersection in red would need improvement for it to be a regular semi route."



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

MEETING SUMMARY

Date of Meeting:	**9/25/2024**	**Re:**	**Mid-States Tier Two Survey Responses**
Location:	**Phone Call**	**Issue Date:**	**9/27/2024**
Submitted By:	**Julie Clayton**		
In Attendance (phone call):	**Jeff Quyle (Radius Indiana)** **Michael Grovak (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Work Force:

- Training and education is competitive compared to surrounding/competing regions.
- Skill and education level is a little bit better than surrounding/competing regions.
    - Mr. Quyle cited Dubois County and Jasper specifically for their ready access to post-secondary education through the Vincennes University - Jasper campus. It provides post-secondary education and technical training from advanced manufacturing to home construction skills.

Facilities:

- Radius Indiana rated highway transportation as slightly worse than surrounding/competing regions.
    - Discussed that Dubois County has hills and floodplains that limit some opportunities for routes.
        - That means that the existing routes are highly utilized and must serve multiple functions.
        - With just the existing 2-lane highways, there is a lack of capacity for industrial transportation.
        - Discussed anecdotal information that the lack of a 4-lane divided highway would deter about 80 percent of potential businesses from choosing to locate in the area.
- Radius Indiana rated air transportation as slightly worse than surrounding/competing regions.

    - Discussed that Huntington/Dubois County Airport doesn't have the capacity (or isn't perceived as having the capacity) to serve regular, heavy volumes of freight shipments.
    - Louisville has a major UPS hub. Evansville has a good regional airport with some presumed freight services. Huntingburg might be valuable for high-cost, time-sensitive, small goods (medical equipment, for example, which needs to be dropped off promptly).
- Radius Indiana rated available land and buildings as slightly worse than surrounding/competing regions.
    - Mr. Quyle noted a deficiency of available land/buildings – a prime piece of property requires utilities, access to a 4-lane highway and willing builders to invest. We don't see such available locations in the absence of government sector involvement.
    - Not a lot of spec buildings.
- Utilities:
    - Telecom (AT&T and Smithville and Perry/Spencer telecommunications cooperative) offer good services.
    - Huntingburg is updating sewer treatment plant, which will also benefit the airport. It will be better able to market adjacent airport-owned land.

Business Climate

- Radius Indiana rated Dubois County's business climate as competitive.
- It is not subject to land zoning, which is generally positive in reducing the time to put up a building, but can discourage some businesses that are fearful of that lack of planning/certainty or neighboring land uses.
- Regulatory: building inspections and other regulatory guides locally are typical but faster and maybe less complex than competing regions.

Quality of life:

- Outdoor recreation is a very strong attribute of this area.
    - Patoka Lake.
    - Hoosier National Forest.
    - Jasper has lots of woodlands.
    - Huntingburg League Stadium.
    - Huntington farmer's market.
- The area maybe deficient in some other elements of culture
    - Indoors oriented, e.g., art galleries, regular live music offerings.

Business costs:

- Every two years, Radius does a regional wage and benefit study. It surveys employers, asking specific questions about wages, coded by labor and job descriptions. Responses show that costs for a majority of labor positions are below national averages. They have an ongoing study which will be completed in a couple of months from now. Indiana (over the past 15 years or so) has gone from having cheaper electric costs to being comparable to other areas, largely due to the shift from coal to renewables for electricity generation.

Attracting a new workforce:

- Communities that have 4-lane highways can be perceived by potential residents as being more attractive (compared to 2-lane highway which limits speed and commuting to other areas).
- Not having a 4-lane highway limits visits to larger cities for leisure.

Top 3 criteria for location decisions:

- Labor force availability.
- Transportation infrastructure access – surface transportation.
- Access to supply chains and customers – surface transportation.

Top 3 constraints:

- As listed in survey responses.
- Discussed that companies often want to find an existing building they can occupy – this speeds getting businesses up and running.
    - Companies don't want to wait to build and install equipment.
- Discussed that access to transportation opportunities inhibits many from locating here.
- Workforce participation rate – regionally, a percentage point or two behind state and national average. May be due to lack of affordable childcare.

Type of Highway (Super-2 Highway, 4-Lane Highway, or Mixed):

- Super-2 highway has very limited passing options if stuck behind slow vehicles. For optimal freight services, need to have optimum passing opportunities.

MEETING SUMMARY

Date of Meeting:	**10/4/2024**	**Re:**	**Mid-States Tier 2 Survey Responses**
Location:	**Wabash Valley Produce (Teams Meeting)**	**Issue Date:**	**10/22/2024**
Submitted By:	**Julie Clayton**		
In Attendance:	**Brad Schnarr (Wabash Valley Produce)** **Andy Seger (Wabash Valley Produce)** **Roger Seger (Wabash Valley Produce)** **Scott Seger (Wabash Valley Produce)** **Michael Grovak (Lochmueller Group)** **Julie Clayton (Metric Environmental)**		

ITEMS DISCUSSED:

Deliveries:

- The main office and several processing plants and feed mill are all in the same complex.
- There are 40 trucks per day inbound deliveries, 5 days a week.
    - Of these, only about 25% of will use roads outside the complex. Most freight travel is farms to the main complex.
- Wabash Valley Produce consists of 5-6 farm operations in close proximity. These operations include:
    - Receiving feed ingredients.
    - Taking feed to the 5 farms (where eggs are produced).
    - Processing eggs.
    - Shipping out eggs.
- Discussed that the commuting patterns of approximately 300 employees driving in to work at the Dubois location daily should be considered in planning the Midstates Corridor (MSC).

Access to Mid-States Corridor

- Discussed that Wabash Valley Produce will not be crossing the Mid-States Corridor frequently. Of the 40 trucks per day:
    - 50-60% of Wabash Valley Produce trucks won't use the main roads at all (they just travel between parts of the Wabash Valley Produce complex).
    - 15% of Wabash Valley Produce trucks could possibly use main roads.
    - 15% of Wabash Valley Produce trucks do use main roads.

        - Most of the trucks that use main roads will access the Mid-States Corridor via Haysville Road and then continue North or South from there (although some will go east).
- Discussed that access points are the most important thing to Wabash Valley Produce.
- Wabash Valley Produce noted that access to US 231 in Haysville and I-64, as well as maintaining Jasper-Dubois Road as a through road passing across the Mid-States Corridor are all top priorities for Wabash Valley Produce.
    - Jasper-Dubois Road is critical for accessing Highway 164.
- Discussed that US 231 access in Haysville with an on/off ramp where trucks can enter/exit the Mid-States Corridor safely is their number one priority.
- Wabash Valley Produce asked if there will be an overpass of IN-164 and Mid-States Corridor. Michael Grovak stated that it's too early to know details of road design, but that it would be helpful to understand the process to determine roadway design and access features.
    - If design were a high-level 2-lane highway with the center passing lane, it's likely that most crossings would be at-grade crossings.
    - If design were a four-lane highway, there may be overpasses.
    - By late spring/early summer 2025 more detailed options will be available.
    - Summer of 2026 the environmental document with the formal preferred design will be ready for public comment.
    - Final design, right-of-way acquisition, and subsequent activities will occur after mid-2027. No schedule or funding for these activities has been identified yet.
    - Discussed that currently a 2,000' corridor through Dubois County has been chosen, and the next step is to narrow it down to a 200-400' right-of-way.
    - Whether the Mid-States Corridor is a 2-lane or 4-lane highway will affect its width.
    - To provide detailed access treatments, designers will consider intersecting roads and determine which are receive access. Some roads will be diverted or dead-ended.

MID-STATES CORRIDOR TIER 2

PURPOSE AND NEED – SUMMARY OF BUSINESS QUESTIONNAIRES

Mid-States Corridor
Tier 2 Environmental Study

Prepared for

Indiana Department of Transportation

March 31, 2025

Prepared by

Mid-States Corridor Project Consultant

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

LOCHMUELLER GROUP
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TABLE OF CONTENTS

Summary of Business Questionnaire Responses

Seven major Dubois County businesses responded to questionnaires for the Mid-States Corridor Tier 2 Study. These businesses included Farbest Foods, Jasper Engines, Kimball International, Masterbrand Cabinets, Meyer Distributing, OFS Brands, and Wabash Valley Foods.[1] A copy of the questionnaire is provided at the end of this document.

The questionnaire addressed incoming freight shipments, outgoing freight shipments, anticipated changes in freight operations, Huntingburg Airport use, impediments to current freight operations and two-lane versus four-lane highway design. Additional concerns raised included dead-ending existing roads and their impact on traffic patterns, concerns about safety entering or crossing the proposed highway and the need to facilitate overnight rest areas.

Incoming Freight

Businesses were questioned about the percentage of multi-unit trucks, types of goods received and the amount of freight received at specific locations. Levels of freight shipments by locations are used in the technical purpose and need analysis, and are not reported here.

Responses to questions about percentages of multi-unit truck shipments appeared to reflect confusion on the part of some respondents, and their results are not reported. Types of goods received ranged from automotive engines and drivetrain parts to raw materials. The geographic origins of incoming freight were widespread. Several companies stated that their freight shipments used I-64 and US 231. OFS also reported using rail and air transportation.

Outgoing Freight

Businesses were questioned about the percentage of multi-unit trucks, types of goods shipped and the amount of freight shipped from specific locations. Levels of freight shipments by locations are used in the technical purpose and need analysis, and are not reported here.

Responses to questions about percentages of multi-unit truck shipments appeared to reflect confusion on the part of some respondents, and their results are not reported. Types of goods shipped in outgoing freight included items such as turkey and egg products, automotive engines and accessories and office furniture. Farbest Foods, Jasper Engines and Wabash Valley Foods stated that outgoing freight destinations were confined to the state of Indiana. OFS ships to Southern Indiana and North-central Kentucky. Kimball International and Masterbrand Cabinets ship across the United States. In many cases freight shipments to nearby locations are transferred to other carriers to further destinations.

Anticipated Major Changes

Farbest Foods, Jasper Engines and Kimball International did not anticipate major changes in freight operations. Masterbrand Cabinets anticipates an increase in demand for stock brands, which will ship

[1] All Dubois County businesses with annual sales of at least $100 million were contacted to respond to questionnaires and have follow-up interviews. In addition to the businesses listed here, two businesses (Jasper Rubber and Best Home Furnishings) were contacted but declined to participate. Two businesses which responded to the questionnaire (OFS Brands and Kimball International) were not able to participate in a follow up interview to review questionnaire results.

from Ferdinand, Indiana. Meyer Distributing is anticipating a 10 percent growth per year on average for all freight. OFS Brands expects growth areas to include metro areas in Texas, Florida and California. OFS also anticipates adding mobile dock locations in Georgia, Minnesota and Colorado. Wabash Valley Foods has plans for a new cooking operation, which will not affect freight volumes.

Huntingburg Airport Use

None of the seven businesses surveyed and/or interviewed stated that they used Huntingburg Airport for freight shipments. Occasionally it is used for one-off, high value freight shipments.

Impediments to Freight Operations

In their survey responses, Farbest Foods, Jasper Engines, Kimball International and Wabash Valley Foods did not highlight impediments to freight options. Masterbrand Cabinets stated that a major impediment to freight operations is the lack of rest facilities for drivers. Meyer Distributing stated that connectivity to interstate highways was a safety concern and a major impediment to freight operations. OFS Brands stated that rail crossings in Huntingburg at US 231 and SR 64 were impediments to current truck freight operations.

In the interviews, nearly all businesses mentioned the access point locations as being a top consideration. Farbest Foods highlighted the importance of the relationship between existing freight movements and access points to the Mid-States Corridor. Traffic will increase on access roads for the Mid-States Corridor. Jasper Engines noted the importance of ensuring the roads accessing the Mid-States Corridor are wide enough for vehicles (including tractor-trailers) and for passing. It was discussed that the Mid-States Corridor must both be physically able to accommodate traffic in the coming decades, but also furnish convenient access points. There was discussion of safety concerns if the access roads aren't easily accessible, with semi-truck drivers using potentially dangerous short cuts.

Organizations as well as businesses were asked to identify the three most desirable access points on the Mid-States Corridor from among 10 locations. The table below provides the responses both for the three organizations as well as the seven businesses which responded to the questionnaire.

	Business Responses								Organization Responses				
Location	Farbest	Jasper Eng	Kimball	M'brand	Meyer Dist.	OFS	Wabash Valley	Subtotal	Airport	Dubois Strong	Radius	Subtotal	TOTAL
1 - US 231 at I-64			X			X	X	3	X		X	2	5
2 - CR 900 S (Huntingburg Airport)			X					1	X			1	2
3 - Sunset Drive/Ferdinand Road			X					1				0	1
4 - 1st Street (Huntingburg)				X				1				0	1
5 - SR 64/6th Street	X	X				X		3		X	X	2	5
6 - SR 162	X	X		X	X			4		X		1	5
7 - SR 164	X	X					X	3		X	X	2	5
8 - Kellerville Road				X				1				0	1
9 - CR 400 N					X			1				0	1
10 - US 231/SR 56 (Haysville)	X				X		X	3	X			1	4

Masterbrand mentioned the importance of including rest areas for truck drivers to use, as well as potential charging hubs for driverless trucks in the future.

Two-Lane vs. Four-Lane

Farbest Foods, Kimball International, Masterbrand Cabinets, OFS and Wabash Valley did not provide a response. Both Jasper Engines and Meyer Distributing requested the least number of stoplights possible. Meyer Distributing expressed a preference for a four-lane highway.

In addition to two-lane and four-lane highway options, a two-lane with a continuous passing lane was discussed during interviews. Farbest Foods, Jasper Engines and Meyer Distributing highlighted the importance of allowing trucks room to pass safely. A four-lane highway would better accommodate that need.

The decision about the type of facility which will be provided is being made by an evaluation of the benefits, costs and impacts of the two facility types. This added input is useful in setting the context for a quantitative analysis.

Questionnaire

MID-STATES CORRIDOR TIER 2

Thank you very much for your participation in this business freight survey. It supports the Mid-States Corridor Tier 2 environmental study in Section of Independent Utility 2. The map on the last page of this survey shows the corridor selected for this project between I-64 at Dale and SR 56 at Haysville. This project will identify a final alignment and access locations for the project within this corridor.

Project alternatives will be evaluated by how well they support present and anticipated freight flows for major Dubois County businesses. This is one of several criteria which will be considered. This survey requests information about freight flows to and from your business. Project staff will conduct a follow up interview to review your responses and obtain follow up information.

Point of Contact

1. Organization Name
2. Name & Title
3. Email
4. Telephone

Business Location Factors - Location 1 - Incoming Freight

*Please list each business location in Dubois County which received **incoming** truck freight shipments. For each location, please provide the number of average weekday truck shipments during a recent typical week.*

5. Address

6. Week for which you are reporting data

7. Average number of **daily** incoming shipments during this recent typical week

Provide the approximate number of **daily** shipments received by time of day.

8. Between midnight and 6 am
9. Between 6 am and 9 am
10. Between 9 am and 3 pm
11. Between 3 pm and 7 pm
12. Between 7 pm and midnight

Business Location Factors - Location 2 - Incoming Freight

If there are no other locations, skip to the next section.

13. Address

14. Week for which you are reporting data

15. Average number of **daily** incoming shipments during this recent typical week

Provide the approximate number of **daily** shipments received by time of day.

16. Between midnight and 6 am
17. Between 6 am and 9 am
18. Between 9 am and 3 pm
19. Between 3 pm and 7 pm
20. Between 7 pm and midnight

Business Location Factors - Location 3 - Incoming Freight

If there are no other locations, skip to the next section.

21. Address

22. Week for which you are reporting data

23. Average number of **daily** incoming shipments during this recent typical week

Provide the approximate number of **daily** shipments received by time of day.

24. Between midnight and 6 am
25. Between 6 am and 9 am
26. Between 9 am and 3 pm
27. Between 3 pm and 7 pm
28. Between 7 pm and midnight

29. For these incoming shipments, what percentage were multi-unit tractor-trailer shipments?

30. For these incoming shipments, describe in general terms the types of goods received.

31. Describe in general geographic terms the primary locations from which you receive incoming truck freight. Please include both their origin state/region, as well as main road(s) used to reach your facilities.

Business Location Factors - Location 1 - Outgoing Freight

*Please list each business location in Dubois County which sent **outgoing** truck freight shipments. For each location, please provide the number of average weekday truck shipments during a recent typical week.*

32. Address

33. Week for which you are reporting data

34. Average number of **daily** outgoing shipments during this recent typical week

Provide the approximate number of **daily** shipments received by time of day.

35. Between midnight and 6 am
36. Between 6 am and 9 am
37. Between 9 am and 3 pm
38. Between 3 pm and 7 pm
39. Between 7 pm and midnight

Business Location Factors - Location 2 - Outgoing Freight

If there are no other locations, skip to the next section.

40. Address

41. Week for which you are reporting data

42. Average number of ***daily*** outgoing shipments during this recent typical week

Provide the approximate number of ***daily*** shipments received by time of day.

43. Between midnight and 6 am
44. Between 6 am and 9 am
45. Between 9 am and 3 pm
46. Between 3 pm and 7 pm
47. Between 7 pm and midnight

Business Location Factors - Location 3 - Outgoing Freight

If there are no other locations, skip to the next section.

48. Address

49. Week for which you are reporting data

50. Average number of **daily** outgoing shipments during this recent typical week

Provide the approximate number of **daily** shipments received by time of day.

51. Between midnight and 6 am
52. Between 6 am and 9 am
53. Between 9 am and 3 pm
54. Between 3 pm and 7 pm
55. Between 7 pm and midnight

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56. For these **outgoing** shipments, what percentage were multi-unit tractor-trailer shipments?

57. For these **outgoing** shipments, describe in general terms the types of goods sent.

58. Describe in general geographic terms the primary locations to which you ship **outgoing** truck freight. Please include both their destination state/region, as well as main road(s) used after leaving your facilities.

59. Do you have definite plans for major changes in truck freight shipping patterns for your firm? If so, please describe these plans. Please include the time horizon, an estimate of the numerical changes in shipping volumes, and whether they involve new business locations not listed above.

60. Do you make significant use of the Huntingburg Airport to send or receive freight shipments? If so, describe these shipments below.

61. Please describe significant impediments to your current truck freight operations.

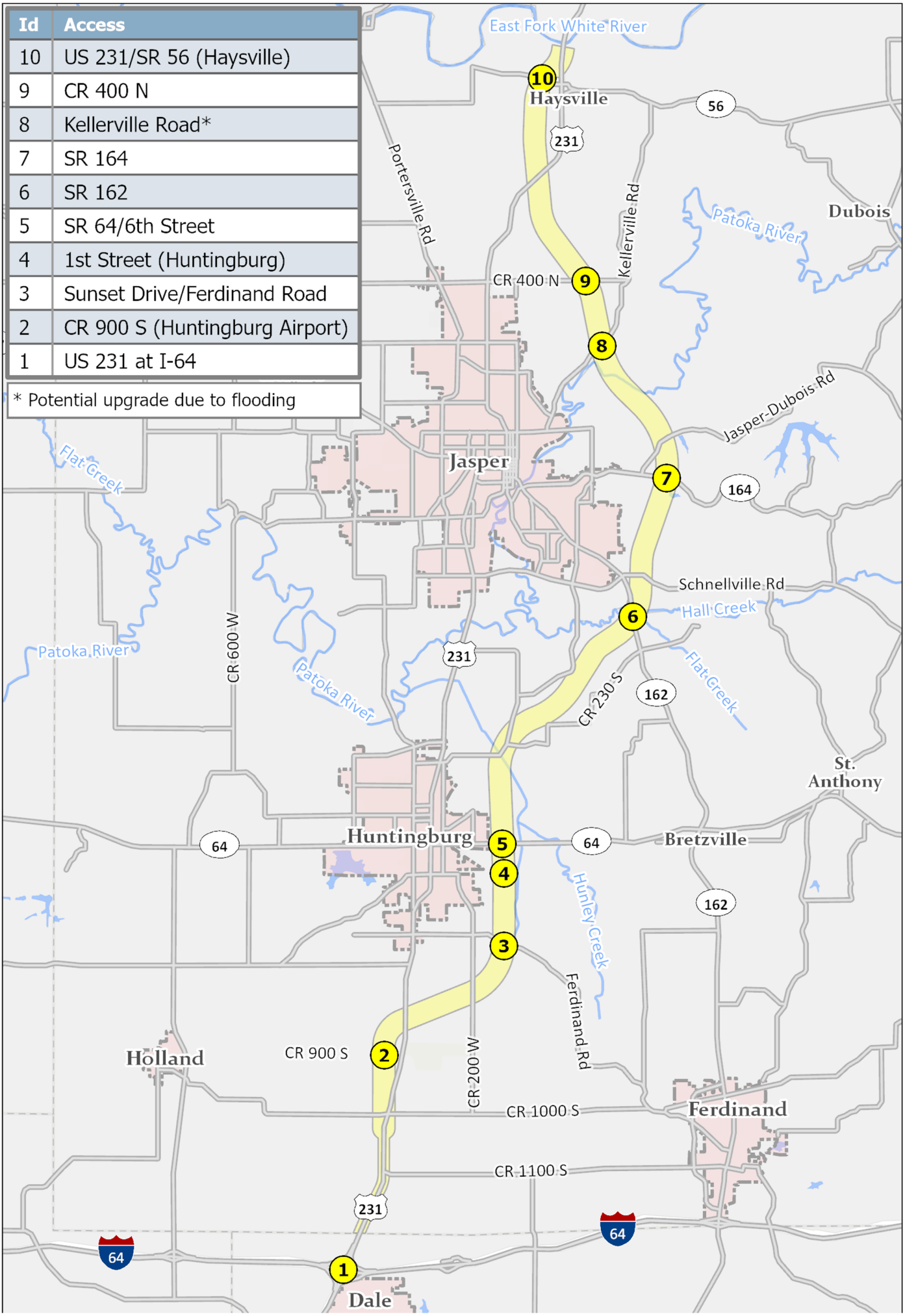
Access Location

62. The map on the following page shows the corridor selected for the Mid-States Corridor in Dubois County. It also shows potential major access locations to the final alignment in this corridor. These access points are listed below, from south to north. From the list below, please check the **three** potential access locations which would be of greatest use to serve regional freight shipments.

___ 1 - US 231 at I-64
___ 2 - CR 900 S (Huntingburg Airport)
___ 3 - Sunset Drive/Ferdinand Road
___ 4 - 1st Street (Huntingburg)
___ 5 - SR 64/6th Street
___ 6 - SR 162
___ 7 - SR 164
___ 8 - Kellerville Rd. (potential to be upgraded to address flooding)
___ 9 - CR 400 N
___ 10 - US 231/SR 56 (Haysville)

Id	Access
10	US 231/SR 56 (Haysville)
9	CR 400 N
8	Kellerville Road*
7	SR 164
6	SR 162
5	SR 64/6th Street
4	1st Street (Huntingburg)
3	Sunset Drive/Ferdinand Road
2	CR 900 S (Huntingburg Airport)
1	US 231 at I-64

* Potential upgrade due to flooding



63. This study will consider two facility types for the project. These are:

- A four-lane divided expressway with a grassy median. Access would be at grade, with the potential for interchanges at major cross roads.
- A two-lane Super-2 arterial road. Access would be at grade.

The selected alternative may be a road with two-lane and four-lane designs on different sections. The higher costs and impacts of four-lane designs will be assessed in comparison to added benefits offered.

For either road, some local roads would be dead-ended at the new highway. Motorists would need to use other roads to cross the new highway.

Please provide your feedback about the advantages of both types of road design.

64. Please provide any additional feedback on issues not already addressed in the questions above.

Thank You

Thank you very much for your time and input. Mid-States project staff will contact you to schedule a follow up interview to review your responses and obtain further information.

If you have any questions, please contact Michael Grovak of Lochmueller Group.

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MID-STATES CORRIDOR TIER 2

PURPOSE AND NEED – SUMMARY OF ORGANIZATION QUESTIONNAIRES

Mid-States Corridor
Tier 2 Environmental Study

Prepared for

Indiana Department of Transportation

March 31, 2025

Prepared by

Mid-States Corridor Project Consultant

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

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TABLE OF CONTENTS

Summary

Three organizations with roles in business development in Dubois County were interviewed for the Mid-States Corridor Tier 2 Study. These organizations included the Huntingburg Regional Airport, Dubois Strong and Radius Indiana. These organizations' leaders received a questionnaire, and then were interviewed to review their questionnaire answers and discuss related questions. A copy of the questionnaire is provided at the end of this document. The questionnaire asked that organizations rate Dubois County on a range of attributes that support business attraction and development. They rated each attribute on a scale of one (lowest) to five (highest). These included workforce, facilities, business climate, quality of life and business costs. Comments also were received about considerations in business relocations, constraints to regional growth, freight shipments through the Huntingburg Regional Airport and the benefits of a two-lane versus a four-lane highway for the Mid-States Corridor project.

All responses provided below are summaries of questionnaire responses by the three organizations surveyed.

Workforce

Within the Workforce category, organizations were asked to score workforce skills and education level, workforce participation rates and training and education opportunities. Responses for workforce skills and education level had an average score of 3 out of 5. Workforce participation rates scored higher, with an average of 4.3 out of 5. Training and education scored lowest, with the average being 2.3 out of 5.

Overall, the Workforce category scored an average of 3.2, meaning that Dubois County is considered by the organizations to be slightly above competing regions for this category. The Mid-States Corridor could improve workforce ratings by making the area more accessible to additional workforce and encouraging a larger talent pool for employers to draw from. Additionally, the Mid-States Corridor could decrease commuter time for persons already employed within Dubois County, allowing employers to retain qualified talent and create a better work/life balance for employees. Respondents also noted that the Mid-Staes Corridor could improve access to larger cities (e.g., Indianapolis, Chicago, Louisville).

In addition to attracting additional employees, the organization participants noted that the Mid-States Corridor could improve transportation facilities (see Facilities section below), making Dubois County more attractive to potential new businesses. This has the potential to attract more workers and grow the area's population.

Facilities

Within the Facilities category, organizations were asked to score existing facilities. These include highway, air and rail transportation, telecommunications, utility infrastructure and available land and buildings. Highway transportation and available land and buildings scored the lowest with 1.74 out of 5. Air transportation scored 2.7 out of 5. Dubois Strong and Radius Indiana rated this attribute lower than the Huntingburg Regional Airport did. Rail transportation was rated the highest at 3.3 out of 5. Both telecommunications and utility infrastructure were rated 2.3 out of 5.

Overall, the Facilities category average score was 2.3 out of 5, rating Dubois County below competing regions. The Mid-States Corridor could improve ratings for highway facilities. The organizations considered highway facilities to be one of the most significant factors in the Facilities categories since

approximately 90 percent of freight in the area is served by truck, whereas only 10 percent is served by rail. Air freight movements are minimal. Dubois County's topography serves to limit major transportation facilities, especially for north-south freight movements. US 231 is the only major north-south road facility serving the major concentration of industries in Dubois County. US 231 also serves work commute traffic and a wide range of non-work automobile traffic. At certain times of the year it also is used by significant levels of farm equipment. The Mid-States Corridor would provide added accessibility for freight and non-freight transportation, particularly if it were built as a four-lane highway. This would increase capacity for both industrial and non-industrial transportation.

The Huntingburg Regional Airport noted that the Mid-States Corridor could improve the air facilities category score in the long term, stating that the corridor "could support future expansions of the airport, including extended runways, improved facilities and increased cargo handling capabilities, allowing the airport to play a more prominent role in regional, national, and even international logistics networks."

Business Climate

The Business Climate category had two items: permitting processes and land use / development regulations. Organizations rated permitting processes at an average score of 4 out of 5. Land use / development regulations were given an average score of 3 out of 5.

Overall, the score for Business Climate was 3.5 out of 5, meaning the area's business climate is rated higher than competing regions. Organizations noted that Dubois County does not have zoning, which can reduce the time to construct/rehabilitate a building. In addition, building inspections and other regulatory activities are typically fast and straightforward.

Quality of Life

Within the Quality-of-Life category, organizations were asked to score housing costs, crime rates, recreational and cultural amenities and educational opportunities. Housing costs scored an average of 3.7 out of 5. Crime rates and recreational and cultural amenities scored higher at 4.3 out of 5. Educational opportunities scored the lowest at 2.7 out of 5.

Overall, the Quality-of-Life average was 3.8 out of 5, meaning that Dubois County is considered by the organizations to be above competing regions. Housing costs were rated as superior, and crime rates were much lower. Recreational and cultural amenities were highly rated. Many outdoor recreation opportunities were cited. These included Patoka Lake, the Hoosier National Forest, Lincoln State Park, Jasper woodlands, Huntingburg League Stadium, community parks and trails, public golf courses, the 4th Street Walkway and the Huntington farmer's market. Radius Indiana cited Dubois County and Jasper specifically for their ready access to post-secondary education through the Vincennes University - Jasper campus. It provides post-secondary education and technical training for advanced manufacturing and home construction skills

Business Costs and Constraints to Regional Growth

Within the Business Costs category, organizations were asked to score tax rates, energy/utility costs and employee wage / benefits costs. Tax rates and employee wage/ benefits costs scored an average of 3 out of 5. Energy/ utility costs scored an average of 3.3 out of 5.

Overall, the score for Business Costs was 3.1 out of 5, with Dubois County rated as similar to competing regions.

Important Considerations in Regional Growth

Workforce was identified as an important consideration. One organization noted that Dubois County has a larger workforce than surrounding area, while another described the pool of potential employees as "shallow." Various cost factors, including prevailing wages, utility rates and taxes were described as favorable for Dubois county. One response characterized Dubois County as having many quality- of-life opportunities.

Constraints to Regional Growth

Each organization noted that a major constraint to regional growth was the available workforce. Other constraints noted were rising business costs, including an increased property-tax burden due to Tax Increment Financing (TIF) expansion, availability of land, lack of easy access to major hubs (i.e., Indianapolis, Nashville, Cincinnati, Chicago, etc.), available housing and highway transportation.

Preferred Access Locations on Mid-States Corridor

Organizations as well as businesses were asked to identify the three most desirable access points on the Mid-States Corridor from among 10 locations. The table below provides the responses both for the three organizations as well as the seven businesses who responded to the questionnaire.

	Business Responses								Organization Responses				
Location	Farbest	Jasper Eng	Kimball	M'brand	Meyer Dist.	OFS	Wabash Valley	Subtotal	Airport	Dubois Strong	Radius	Subtotal	TOTAL
1 - US 231 at I-64			X			X	X	3	X		X	2	5
2 - CR 900 S (Huntingburg Airport)			X					1	X			1	2
3 - Sunset Drive/Ferdinand Road			X					1				0	1
4 - 1st Street (Huntingburg)				X				1				0	1
5 - SR 64/6th Street	X	X				X		3		X	X	2	5
6 - SR 162	X	X		X	X			4		X		1	5
7 - SR 164	X	X					X	3		X	X	2	5
8 - Kellerville Road				X				1				0	1
9 - CR 400 N					X			1				0	1
10 - US 231/SR 56 (Haysville)	X				X		X	3	X			1	4

Two-Lane vs. Four-Lane Highway

Both Huntingburg Regional Airport and Radius Indiana stated a preference for a four-lane highway. Radius Indiana stated that four-lane highway segments would be most important in hill-climbing portions of the highway to allow passing and at intersections to allow through traffic to avoid blockages from left-turning traffic. The airport stated, "While the initial costs of a four-lane expressway are higher, the long-term benefits—enhanced safety, improved access to the Huntingburg Regional Airport and Huntingburg Airport Technology Park, reduced travel times, and support for economic growth—make it the superior option. The expressway would future-proof the region's infrastructure, ensuring it can accommodate both current and future demands, particularly for key logistical and business hubs like the airport and technology park."

Questionnaire

MID-STATES CORRIDOR TIER 2

Thank you very much for your participation in this economic input survey. It supports the Mid-States Corridor Tier 2 environmental study in Section of Independent Utility 2. The map on this survey shows the corridor selected for this project between I-64 at Dale and SR 56 at Haysville. This project will identify a final alignment and access locations for the project within this corridor.

Project alternatives will be evaluated by how well they support present and anticipated freight flows for major Dubois County businesses. This is one of several criteria which will be considered. This survey requests overview information about freight flows and other matters related to economic development in Dubois County and Southern Indiana. Project staff will conduct a follow up interview to review your responses and obtain follow up information.

Point of Contact

1. Organization Name
2. Name
3. Position
4. Email
5. Telephone

Business Location Factors

Rate on a scale of 1 to 5 these business location attributes of this region. This scale is as follows:

- 1 – Region is significantly worse than competing regions in this attribute.
- 2 – Region is worse than competing regions in this attribute.
- 3 – Region is average in this attribute compared to competing regions.
- 4 – Region is better than competing regions in this attribute.
- 5 – Region is significantly better than competing regions in this attribute.

Workforce					
6. Skill and Education Levels	**1**	**2**	**3**	**4**	**5**
7. Workforce Participation Rates	**1**	**2**	**3**	**4**	**5**
8. Training and Educational Opportunities	**1**	**2**	**3**	**4**	**5**
Facilities					
9. Highway Transportation	**1**	**2**	**3**	**4**	**5**
10. Air Transportation	**1**	**2**	**3**	**4**	**5**
11. Rail Transportation	**1**	**2**	**3**	**4**	**5**
12. Telecommunications	**1**	**2**	**3**	**4**	**5**
13. Utility Infrastructure	**1**	**2**	**3**	**4**	**5**
14. Available Land and Buildings	**1**	**2**	**3**	**4**	**5**
Business Climate					
15. Permitting processes	**1**	**2**	**3**	**4**	**5**
16. Land use/development regulations	**1**	**2**	**3**	**4**	**5**
Quality of Life					
17. Housing costs	**1**	**2**	**3**	**4**	**5**
18. Crime rates	**1**	**2**	**3**	**4**	**5**
19. Recreational and cultural amenities	**1**	**2**	**3**	**4**	**5**
20. Educational opportunities	**1**	**2**	**3**	**4**	**5**

Business Costs

21. Tax rates	1	2	3	4	5
22. Energy/utility costs	1	2	3	4	5
23. Employee wage and benefits costs	1	2	3	4	5

24. With reference to the preceding listing, what are the top three considerations businesses have in making their location decisions in this region. How well does Dubois county specifically "measure up" to these three criteria?

25. With reference to the preceding listing, what are the three major constraints upon the region's businesses impeding their further growth?

26. Is the Huntingburg Airport a significant resource for sending and receiving freight shipments? If so, describe these shipments below. Discuss the kinds of goods shipped and whether they represent incoming or outgoing shipments. Characterize the frequency of these shipments.

Access Location

27. The map on the following page shows the corridor selected for the Mid-States Corridor in Dubois County. It also shows potential major access locations to the final alignment in this corridor. These access points are listed below, from south to north. From the list below, please check the **three** potential access locations which would be of greatest use to serve regional freight shipments.

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___ 9 - CR 400 N
___ 10 - US 231/SR 56 (Haysville)

28. This study will consider two facility types for the project. These are:

- A four-lane divided expressway with a grassy median. Access would be at grade, with the potential for interchanges at major cross roads.
- A two-lane Super-2 arterial road. Access would be at grade.

The selected alternative may be a road with two-lane and four-lane designs on different sections. The higher costs and impacts of four-lane designs will be assessed in comparison to added benefits offered.

For either road, some local roads would be dead-ended at the new highway. Motorists would need to use other roads to cross the new highway.

Please provide your feedback about the advantages of both types of road design.

29. Please provide any additional feedback on issues not already addressed in the questions above.

Thank You

Thank you very much for your time and input. Mid-States project staff will contact you to schedule a follow up interview to review your responses and obtain further information.

If you have any questions, please contact Michael Grovak of Lochmueller Group.

Office: 765-563-8046
Mobile: 812-480-3474
Email mgrovak@lochgroup.com

Id	Access
10	US 231/SR 56 (Haysville)
9	CR 400 N
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7	SR 164
6	SR 162
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3	Sunset Drive/Ferdinand Road
2	CR 900 S (Huntingburg Airport)
1	US 231 at I-64

* Potential upgrade due to flooding