



INDIANA DEPARTMENT OF TRANSPORTATION

**PUBLIC HEARING**

I-69 Evansville to Indianapolis, Indiana

*Tier 2 Draft Environmental Impact Statement (DEIS)*

**Section 5: Bloomington to Martinsville**

**(SR 37 South of Bloomington to SR 39 South of Martinsville)**

**December 6, 2012**

**5:30 PM – 8:30 PM**

Monroe County Fairgrounds Auditorium, 5700 W. Airport Road, Bloomington, IN 47403

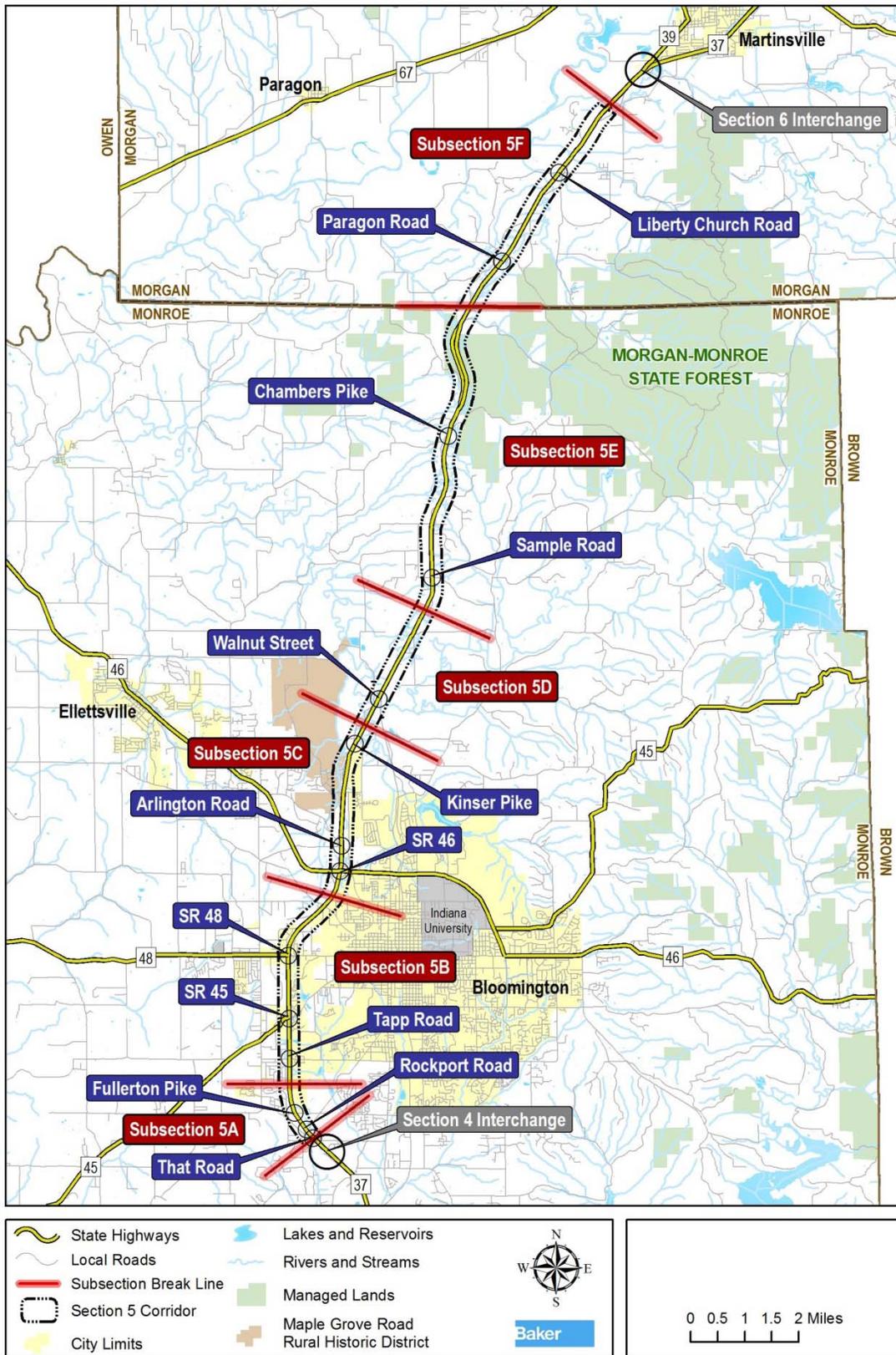
The Indiana Department of Transportation (INDOT) would like to thank you for attending the Public Hearing for the I-69 Tier 2 Section 5 project. The purpose of this Public Hearing is to present key elements of the Tier 2 Draft Environmental Impact Statement (DEIS) and to obtain public input. Your comments are encouraged and may be submitted in the following ways:

- Complete the comment sheet provided with your handout and drop it in the comment box tonight.
- Mail comments (using the comment sheet provided or any format of your choice) to:  
Mary Jo Hamman, Michael Baker Corporation  
Section 5 Project Manager  
PO Box 8464  
Evansville, IN 47716
- Provide comments through the project website at <http://www.i69indyevn.org>.
- Have your statements recorded by the court reporter this evening at the Hearing.

**The comment period extends through January 2, 2013.** Comments received at any time during the comment period will be given the same consideration as those received tonight. All comments received become public records, and will be published in their entirety as part of the Final Environmental Impact Statement (FEIS) for this project.

**PROJECT DESCRIPTION**

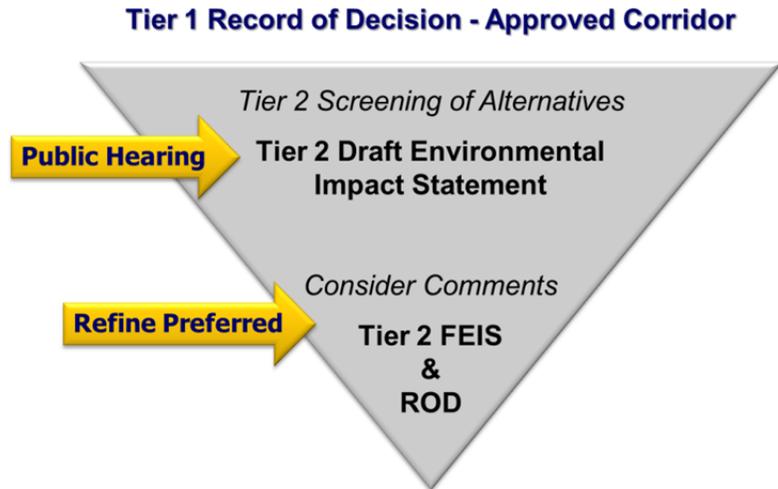
The project includes the completion of an interstate highway within Section 5 of the approved I-69 corridor between Evansville and Indianapolis, Indiana (Figure 1). The I-69 Section 5 corridor is 21 miles in length and follows existing SR 37, which is currently a multi-lane, median-divided highway with partial access control. Within the Section 5 corridor, the project upgrades existing SR 37 to interstate standards, using some features of the existing highway facility. The Tier 2 DEIS provides a detailed evaluation of alternatives that complete this Section of I-69 as a fully access-controlled freeway. This DEIS also includes discussion of how the project satisfies regulatory compliance under applicable laws.



**Figure 1: Section 5 Project Corridor and Subsections**

**ALTERNATIVES CONSIDERED**

The Tier 1 Record of Decision (ROD) approved a 2000-foot corridor for further study in Tier 2 for Section 5. In 2005, three preliminary alternatives were identified based on this corridor. Alternatives 4 and 5 then were developed from these preliminary alternatives in 2007. In early 2012, Alternatives 6 and 7 were added, looking at ways to reuse portions of SR 37 and narrow the footprint to reduce impacts and cost. These alternatives were presented at the Public Information Meeting in April. Further review since that meeting has led to Preferred Alternative 8, which is a hybrid alternative. Table 1 compares typical sections of the five Build Alternatives presented in the DEIS. After the Public Hearing, the comments that are received on the DEIS will help refine the Preferred Alternative that is ultimately approved in the ROD.



**Table 1: Typical Section Design Elements**

Design Cross Section	Alternatives 4 / 5		Alternatives 6 / 7 / 8	
	Rural Section	Urban Section	Rural Section	Urban Section
<b>Travel Lanes</b>	Two 12-foot	Three 12-foot	Two 12-foot	Three 12-foot
<b>Median</b>	84-foot	60-foot	60-foot	26.5-foot, barrier separation
<b>Climbing / Auxiliary Lane, as needed</b>	12-foot, climbing	12-foot, auxiliary	12-foot, climbing	12-foot, auxiliary
<b>Outside Shoulder</b>	12-foot, paved	12-foot, paved	12-foot, paved	12-foot, paved
<b>Inside Shoulder</b>	6-foot, paved	12-foot, paved	4-foot, paved	12-foot, paved
<b>Minimum Outside Clearzone</b>	35-foot	35-foot	30-foot	30-foot

Figures showing the typical sections for the Build Alternatives are in the Community Building, in the DEIS, and available for viewing on the I-69 project website.

With Alternatives 6, 7, and 8, the costs are minimized by narrowing the right-of-way needed. Instead of taking a strip of land from every property along the SR-37 right-of-way fence and impacting a lot of people, these alternatives try and work within the fences and reuse existing pavement and bridges to the extent possible. To achieve this, these alternatives expand to the inside of SR 37, and use barriers, retaining walls, and guardrail. Reducing impacts to homes and businesses also significantly reduces costs. An additional benefit of the narrower alternatives is reduced impacts to farmland, forest, wetlands, streams, and floodplains as well.

Beyond the roadway footprint, right-of-way is also needed for cut and fill slopes, maintenance (maneuverability of equipment for mowing, shrub clearing, etc.), drainage, and fencing. In order



to provide connectivity to residential developments and businesses, new local access roads or connections between existing local roads would be required along portions of I-69. Based upon input from the public and agencies, context sensitive elements could be considered within constraints of available right-of-way, impacts, and cost.

**PREFERRED ALTERNATIVE SELECTION AND RATIONALE**

**Alternative 8 is the Preferred Alternative.** The key focus of this alternative is to minimize impacts and costs without jeopardizing what is desirable. Preferred Alternative 8 uses the existing SR 37 right-of-way, with additional adjacent acreage required based on design requirements and topography. In regards to travel lanes, what is being studied for impacts is 3 lanes in each direction from the south end of the project up to Sample Road, and then 2 lanes further north. INDOT is evaluating traffic further to see when lanes are needed between now and the design year 2035, so that what is built can be prioritized based on the demand.

Interchanges include Fullerton Pike, SR 48 (3<sup>rd</sup> Street), SR 46, Sample Road and Liberty Church Road. An interchange also serves Tapp Road and SR 45 (2<sup>nd</sup> Street) and two interchange options are being considered at Walnut Street (full or partial interchange, see Subsection 5D below). Overpasses help connect local roads across the interstate at Rockport Road, Vernal Pike, Arlington Road, Kinser Pike and Chambers Pike. New bridges will be designed with shoulders and/or sidewalks that accommodate bicyclists and pedestrians. Where existing bridges are reused, these features are incorporated as much as is reasonable within the constraints of these bridges.

Major features of Preferred Alternative 8 are compared to the existing SR 37 in Table 2, which is followed by a narrative summary detailing the rationale for the selection of Preferred Alternative 8 as divided into subsections (see Figure 1, page 2) that are based on similar planning, transportation, development, and environmental features. Chapter 6 of the Section 5 DEIS, Comparison of Alternatives, provides further details.

**Table 2: Summary Comparison of Major Features**

Major Feature	Existing Condition	Preferred Alternative 8
I-69 and SR 37	Not Applicable	Section 4 Interchange.
That Road	Intersection; Free Flow SR 37	No I-69 access; east access road to connect That Road to Rockport Road.
Rockport Road	Intersection; Free Flow SR 37	Overpass to provide connectivity.
Fullerton Pike	Signalized Intersection	Interchange, no relocation of Fullerton Pike. Improvements integrate with local projects in the Fullerton Pike area.
Tapp Road	Signalized Intersection	Interchange serves Tapp Road and SR 45 / 2 <sup>nd</sup> Street with controlled access lanes on the outside of the mainline using barriers. Mainline shift to the west to avoid Wapehani Mountain Bike Park*.
SR 45 / 2 <sup>nd</sup> Street	Existing Interchange	



**Table 2: Summary Comparison of Major Features**

Major Feature	Existing Condition	Preferred Alternative 8
<b>SR 48 / 3<sup>rd</sup> Street</b>	Existing Interchange	Use existing interchange, reducing cost and right-of-way footprint. Potential for additional turning lanes.
<b>Vernal Pike</b>	Signalized Intersection	Eliminate access at Vernal Pike and provide overpass at 17 <sup>th</sup> Street. Avoids superfund site and provides better east side access road connections.
<b>SR 46</b>	Existing Interchange	Use existing interchange.
<b>Arlington Road</b>	Overpass	Overpass.
<b>Acuff Road</b>	Intersection; Free Flow SR 37	No I-69 access. Use existing roads to connect to Kinser Pike or Arlington Road. Reduces cost and right-of-way footprint.
<b>Kinser Pike</b>	Intersection; Free Flow SR 37	An overpass and existing Kinser Pike West used to access the Walnut Street interchange. Maintains connectivity and access to Bloomington High School North, churches, medical facilities, businesses, and Bloomington Wastewater Treatment Plant.
<b>North Walnut Street</b>	Existing Partial Interchange	Interchange would maintain historic access and use historic bridge, serving as a gateway to Bloomington. Option A Full Interchange meets FHWA guidelines. Option B Maintain Existing Partial Interchange reduces costs and impacts.
<b>Sample Road</b>	Intersection; Free Flow SR 37	Interchange provides connectivity while avoiding the deep valley area and impacts in the SW quadrant.
<b>Chambers Pike</b>	Intersection; Free Flow SR 37	Overpass to provide connectivity.
<b>Bryant's Creek Road</b>	Intersection; Free Flow SR 37	No I-69 access. West access road. East side property acquisition. Has a lower traffic volume than Chambers Pike.
<b>Paragon Road / Pine Boulevard</b>	Intersection; Free Flow SR 37	No I-69 access. West access road. Use existing east access road. Reduces cost and forest impacts.
<b>Liberty Church Rd / Godsey Rd</b>	Intersection; Free Flow SR 37	Interchange to provide access for proposed development. Maintains alignment of Liberty Church Road / Godsey Road to reduce impacts.
<b>SR 37 N of Legendary Hills</b>	Intersection; Free Flow SR 37	No I-69 access. East access road to connect to Liberty Church Road / Godsey Road to reduce costs and impacts.
<b>I-69 and SR 39</b>	Interchange	Section 6 Interchange

\*See callout box on page 6 for information about the mainline shift and impacts at Wapehani Mountain Bike Park.



**Subsection 5A** mainline uses the existing SR 37 alignment with an urban section and a 26.5-foot median with a center concrete barrier. A new local road is constructed to connect That Road to Rockport Road, which has an overpass of the mainline to maintain connectivity. An interchange at Fullerton Pike provides access onto or from the interstate. The existing Fullerton Pike alignment is used to reduce displacements along Fullerton Pike, reduce impacts to North Clear Creek Historic Landscape District, and integrate with local projects in the Fullerton Pike area.

**Subsection 5B** includes an urban section with concrete barrier median. The alignment shifts slightly west of the existing SR 37 alignment to avoid impacts to Wapehani Mountain Bike Park (see callout box below). An interchange serves Tapp Road and SR 45 / 2<sup>nd</sup> Street with controlled access lanes on the outside of the mainline using barriers. The interchange supports recent infrastructure improvements on Tapp Road and several long-range transportation improvements in the area. The existing SR 48 / 3<sup>rd</sup> Street interchange is reused. Vernal Pike is closed, but an overpass is included at 17<sup>th</sup> Street to maintain traffic patterns on the east side of the roadway by avoiding permanent closure of North Crescent Road.

#### Wapehani Mountain Bike Park

*The Wapehani Mountain Bike Park is a publicly-owned park that is afforded protection under Section 4(f) of the Department of Transportation Act.*

**Shift:** *Preferred Alternative 8 shifts to the west to avoid the park. But this shift leads to 7 residential displacements and impacts to 3 commercial business parking lots and a major utility line. It also adds \$5.4 million in construction costs and requires replacement of the SR 45 Bridge. This bridge replacement will increase inconveniences to local traffic and businesses during construction.*

**No Shift:** *Reducing impacts would require using a ~50-foot strip of parkland adjacent to the eastern side of existing SR 37, similar to this portion of Alternative 7. FHWA could consider this modification to Preferred Alternative 8 with the concurrence of the City of Bloomington and evaluation of public input if it can be shown the use of the park is minimal after mitigating for the portion of the park impacted (like relocating the trail as well as any other enhancements).*

**Subsection 5C** includes an urban section and a concrete barrier median or a wider median with the use of a double-faced guardrail (north of Arlington Road). The existing alignment and 5% grade of existing SR 37 are maintained, reducing the earthwork needed during construction and minimizing impacts. An outside shoulder and protective separation (such as guardrail) separates the mainline and access road. The existing SR 46 interchange and Arlington Road overpass remain in place. In addition, an overpass is provided at Kinser Pike. Kinser Pike West is used to access the Walnut Street interchange to the north. The Kinser Pike overpass maintains connectivity and access in the area.



**Subsection 5D** includes an urban section, following the existing SR 37 alignment. It maintains the 4% grade of existing SR 37, reducing construction costs, earthwork, and associated impacts. An outside shoulder and protective separation (such as guardrail) separate the mainline and access road. Two interchange options at North Walnut Street are under consideration. Option A constructs a full interchange. Option B maintains the existing partial interchange. An interchange at North Walnut Street supports local transportation plans of Monroe County and the City of Bloomington. The area to the north and west of this interchange is within the Beanblossom Valley floodplain and there is limited potential for development.

#### North Walnut Street Interchange Options

*Option A constructs a full interchange. The added ramps serve about 10% of the traffic using this interchange. Option A adds \$45 million to the cost and increases impacts to surrounding wetlands, streams, forests and floodplains. It also places development pressure near these valuable natural resources.*

*Option B maintains the existing partial interchange and includes a local access road on the east side. The existing interchange serves two of the four traffic movements (east and south) and provides a connection to downtown Bloomington. Since Option B does not address FHWA guidelines to provide full interchanges on new facilities, justification for its use needs to be approved.*

**Subsection 5E** includes an urban section and grass median from the Kinser Pike / Walnut Street area to Sample Road. Between Sample Road and Bryant's Creek Road, a rural section and grass median is proposed, along with an additional truck climbing lane in the southbound direction. The existing northbound SR 37 pavement is used for the east side access roads and the southbound pavement is converted into the future northbound travel lanes. New southbound travel lanes are constructed to the west. At Sample Road, the interchange will be designed to minimize impacts to resources in the interchange area. An overpass of Chambers Pike is included, as supported in requests from utilities, EMS providers, and local residents. An outside shoulder and guardrail separate the mainline and access roads, like in Subsection 5C.

**Subsection 5F** proposes a rural section with grassy median. Existing and new local access roads connect the Paragon Road / Pine Boulevard area north to Liberty Church Road / Godsey Road. The interchange at Liberty Church Road / Godsey Road supports future development goals of Martinsville and Morgan County on the east side of the interchange. At Liberty Church Road, the interchange closely aligns with the existing Liberty Church Road. North of Liberty Church Road, existing and new local access roads on the eastern side of I-69 provide access and connectivity for those living and working in the area.



**SUMMARY OF KEY IMPACTS AND COST ANALYSIS**

Table 3 summarizes key impacts and estimated cost associated with Preferred Alternative 8 in comparison to the other Build Alternatives. Further detail can be found in Chapter 6 of the DEIS.

<b>Table 3: Section 5 Alternative Impact Summary</b>						
<b>Evaluation Factors</b>	<b>Alternative 4</b>	<b>Alternative 5</b>	<b>Alternative 6</b>	<b>Alternative 7</b>	<b>Preferred Alternative 8</b>	
					<b>Option A</b>	<b>Option B</b>
<b>Costs (\$M)</b>	<b>766.9M</b>	<b>791.3M</b>	<b>497.5M</b>	<b>477.3M</b>	<b>545.6M</b>	<b>500.2M</b>
Construction (\$M)	456.4M	482.9M	328.0M	323.7M	365.4M	331.7M
Design (\$M)	37.5M	39.5M	27.0M	26.7M	30.0M	27.4M
Construction Agency Administration (\$M)	32.6M	34.5M	23.4M	23.1M	26.1M	23.7M
Right-of-Way Costs (\$M)	186.4M	181.4M	82.3M	68.2M	85.6M	80.4M
Utility Relocation (\$M)	13.9M	14.0M	10.4M	10.5M	11.1M	10.6M
Mitigation (\$M)	40.1M	39.0M	26.3M	24.9M	27.5M	26.5M
<b>Right-of-Way (acres)*</b>	<b>1768.10</b>	<b>1729.38</b>	<b>1320.15</b>	<b>1291.70</b>	<b>1346.05</b>	<b>1318.38</b>
<b>Potential Displacements (#)</b>	<b>329</b>	<b>309</b>	<b>172</b>	<b>151</b>	<b>184</b>	<b>183</b>
Residential	249	235	138	123	151	150
Institutional (Churches)	3	3	1	1	1	1
Business	77	71	33	27	32	32
<b>Noise Impacts (#)</b>	<b>296</b>	<b>303</b>	<b>476</b>	<b>452</b>	<b>430</b>	<b>430</b>
<b>Section 4(f)</b>	<b>1</b> (adverse)	<b>2</b> (adverse & de minimis)	<b>1</b> (de minimis)	<b>1</b> (de minimis)	<b>1</b> (de minimis)	<b>1</b> (de minimis)
<b>Wetlands (acres)</b>	<b>11.69</b>	<b>16.05</b>	<b>10.96</b>	<b>5.18</b>	<b>9.96</b>	<b>5.63</b>
<b>Total Stream Impacts (lf)**</b>	<b>104,960</b>	<b>101,588</b>	<b>83,797</b>	<b>81,954</b>	<b>85,017</b>	<b>83,912</b>
<b>Natural Stream Impacts (lf)***</b>	<b>50,415</b>	<b>46,206</b>	<b>29,069</b>	<b>27,715</b>	<b>30,057</b>	<b>29,785</b>
<b>Stream Relocations (lf)**</b>	<b>72,633</b>	<b>67,850</b>	<b>54,733</b>	<b>52,455</b>	<b>55,684</b>	<b>54,969</b>
<b>Floodplain (acres)</b>	<b>125.55</b>	<b>145.50</b>	<b>126.98</b>	<b>99.69</b>	<b>128.52</b>	<b>102.29</b>
<b>Karst Features (#)</b>	<b>144</b>	<b>138</b>	<b>109</b>	<b>113</b>	<b>110</b>	<b>110</b>
<b>Karst Features (acres)</b>	<b>439.7</b>	<b>430.2</b>	<b>338.5</b>	<b>340.3</b>	<b>343.7</b>	<b>343.7</b>
<b>Farmland (acres)</b>	<b>149</b>	<b>160</b>	<b>65</b>	<b>70</b>	<b>67</b>	<b>56</b>
<b>Managed Land (acres)</b>	<b>26.08</b>	<b>25.85</b>	<b>5.96</b>	<b>6.26</b>	<b>5.30</b>	<b>5.30</b>
<b>Upland Forest (acres)**</b>	<b>433.16</b>	<b>395.67</b>	<b>238.61</b>	<b>232.94</b>	<b>249.32</b>	<b>245.57</b>
<b>Core Forest (acres)</b>	<b>87.23</b>	<b>76.82</b>	<b>45.88</b>	<b>44.52</b>	<b>44.86</b>	<b>44.97</b>

\$M = million dollars (year 2015), lf = linear foot

\* Preliminary right-of-way used for identifying impacts, not necessarily the amount to be acquired. Impacts are based on preliminary right-of-way, except wetland impacts which are by construction limits.

\*\* Calculations include bifurcation area in Subsection 5E.

\*\*\* Natural Stream Impacts are Total Stream Impacts minus impacts to concrete gutters, culverts, dump rock gutters, and roadside ditches.



The selection of Preferred Alternative 8 for the DEIS followed a period of public and regulatory agency comments on the preliminary alternatives and interchange options, and an evaluation and screening analysis of the alternatives to meet purpose and need. Preferred Alternative 8 was selected primarily based upon the ability to reuse existing infrastructure, local economic development, provision of access and connectivity, impacts, and cost. Interchange recommendations are based primarily on the ability of the interchanges to meet purpose and need including increased accessibility, reduced travel time for regional destinations, congestion relief, and safety benefits. The Preferred Alternative may be refined based on agency and public comments.

### LOCAL ACCESS PLAN

Interchange locations that advanced in the DEIS were the result of the performance measures analyses, interchange spacing policies, predicted interchange use, potential environmental impacts, and input from environmental resource agencies, local entities, and the public. Other access options, including new local roads, use of existing local roads, and overpasses were based on public and agency input, as well as evaluation of impacts and costs. Access is discussed in detail in the DEIS in Chapter 3 and Section 5.3.4, which provides details of road closures and rerouting of roads, new local road locations / overpasses / interchanges, and the connection of existing local roads. Information regarding access is also shown on the displays in the Community Building.

The Preferred Alternative presented in the DEIS includes local access roads at properties that would otherwise be landlocked by the new highway. Both the costs and impacts of such local access roads are included in the DEIS cost and impact totals. During final design, a cost-effectiveness evaluation of each of the local access roads will be conducted, and it is possible that some ultimately will not be constructed. Instead, the landlocked parcel would be purchased if the cost of the access road exceeds the value of the property to be served. Final decisions on each of the local access roads will not be made until the final design process.

### REMAINING STEPS

**DEIS Review Period.** The DEIS has been published and is available for public comment through January 2, 2013. FHWA and INDOT will consider all comments received during this comment period and will prepare responses to all substantive comments received and incorporate them into the Final Environmental Impact Statement (FEIS).

**FEIS and ROD.** The DEIS will be revised as necessary after all comments have been reviewed. Coordination with federal and state environmental review agencies will be an important part of this process. It is anticipated that the FEIS and ROD will be issued in Spring 2013. The ROD will document the decision reached by FHWA at the conclusion of the Tier 2 NEPA process. Issuance of the Tier 2 ROD will allow FHWA and INDOT to proceed with federally-funded final design and land purchases, and will allow INDOT to proceed with construction in Section 5 of I-69 once necessary permits have been obtained.



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